Morning Oregonian.

THE UNION

PORTLAND, OREGON, SUNDAY, SEPTEMBER 9, 1883.

NO. 7282

RAILWAY AND STEAMBOATS.

Oregon Railway and Navigation Company.

SAN FRANCISCO. Sept | FROM PORTLAND.
Sunday 2 Columbia Monday
Friday ... Oregon Friday
... State Tuesday
... Columbia Saturday
... Oregon Wednesday
Saturday 22 State Sunday
Wednesday 26 Columbia Thursday
... Oregon Monday

RAIL DIVISION.
After Sept 2 1883 transfer steamer leaves north dock Portland at 6 15 A M ... Walla Walla ... Returning arrive at ...
Passenger Trains run daily ... Junction for points on Northern Pacific
Sleeping Cars between Portland ...

COLUMBIA RIVER DIVISION
DAILY EXCEPT SUNDAY
Leave Portland for Dalles at 7 A M
... at Portland from Dalles at 6 P M

PORTLAND AND ASTORIA FAST LINE
DAILY EXCEPT WEDNESDAY
Leave West leaves Portland at 6 A M
Leaves Astoria at 1 P M
... at Portland received on board steamer

ALSO
Mo Tu Wed Th Fri
... 6 A M 6 A M 6 A M ...

NARROW GAUGE DIVISION
EAST SIDE.
... PORTLAND AND COBURG ...
O & C R R to Woodburn
On and After May 13th 1883 ...
... Wednesdays and Fridays

WEST SIDE.
PORTLAND SHERIDAN AND AIRLIE ...
... O & C R R to Whites ...
All points on Narrow Gauge Division ... forwarded by the O & C R R ... Divisions respectively

Offices—Cor. Front and D Streets
... SCOTT JOHN MUIR, Sup't of Traffic
... E P ROGERS, General Agent
... MAXWELL Ticket Agent.

O. R. & N. CO — O. R. & N. CO.

Notice to Shippers.

After date until further notice ... points on the above lines ... the Ainsworth, in place of the ... as heretofore
... STOKES, Ass't Sup't of Traffic

Notice to Shippers.

O. R. & N. Co. will dispatch the steamer ... from Tacoma, on Monday, ... NEW WESTMINSTER direct ... must be delivered on the ... later than Friday the 7th ... Consignment must be accompanied by ... manifest."
... STOKES, Ass't Sup't of Traffic.

NORTHERN PACIFIC RAILROAD.
WESTERN DIVISIONS.
PACIFIC DIVISION
... at 10 15 A M Arrive at New ...
... Tacoma at 7 A M ... Arrive at Kalama ...
Connections.
... with Sound steamers for Victoria ... and all points on Puget Sound, ... with the Olympia and Tenino railroad ...
... with O R & N Co 's boats for Portland and steamship lines centering at Portland

PEND D'OREILLE DIVISION
... Junction at 6 30 P M ... Spokane Falls at ...
... Sand Point at 8 ...
... Cheney at ...

Connection
... Junction with O R & N Co for all ... and Sound points
... to and from Portland
... Assistant General Manager, JOHN MUIR Sup't of Traffic
... Ass't Sup't of Traffic
E P ROGERS, General Agent

THE
Northern Pacific
EXPRESS CO.,
30 North Front street, Cor of ...
September 1 1883 will transact a general ... business operating the following routes
Pacific Railroad and Branches
Railway and Navigation Co.
California Railroad,
... Steamship Routes between Portland (Or.), Victoria, ...
... for transportation for all points
WASHINGTON TER.
BRITISH COLUMBIA,
MONTANA,
MINNESOTA,
And All Eastern States.
... Bullion, Valuables, ...
... Merchandise.
J FOOTNER, Gen'l Sup't
H H BROWNING, Ass't Sup't and Agent, Portland

NOTICE.
Railway and Navigation Co.
AND
Northern Pacific R. R.
... Yellowstone ...
MONTANA.
EXCURSION TICKETS
HAVE BEEN PLACED ON SALE
to Cinnabar and Return
... to parties of not less than ten,
... to return until September 30th
E P ROGERS, Gen'l Agent. A L STOKES, Ass't Sup't

& California R. R. Co.

Stage and U. S. Mail Line

CITY SEAL ENGRAVING

NORTHERN PACIFIC

A Complete History of the Greatest of American Enterprises.

OLDEST TRANSCONTINENTAL

Early Efforts of Gen I I Stevens and Others

LONG AND RESULTLESS LABORS.

Yankee Brains and Yankee Capital First in the Enterprise.

THE JAY COOKE REGIME.

Cooke's Disaster and the Bankrupt Sleep of Seven Years

THE BILLINGS MANAGEMENT

Villard's Masterly Stroke, and the Completion of the Road

PROJECTS FOR A ROAD TO THE MOUTH OF THE COLUMBIA

The project of building a railroad across the continent by the northern route is much the oldest of all Pacific railroad projects Indeed long before the annexation of California there were earnest and enthusiastic men in the east who urged upon the government plans for constructing a railroad from the great lakes to the mouth of the Columbia river In 1835 and 1836 only a few years after the introduction of iron rails and locomotives in the eastern states as a means of transportation, a series of articles was published in the newspapers of New York and Massachusetts written by Dr Samuel Barlow the father of the well known New York lawyer S M L Barlow urging congress to use the surplus revenue of the government for connecting the two shores of the continent by a railroad the western terminus of which was to be the mouth of the Columbia In 1845 this idea was taken up and put into the practical form of a legislative measure by Asa Whitney a New York merchant who had accumulated a modest fortune in the China trade Session after session Mr Whitney appeared in the lobbies of the two houses of congress earnestly advocating his plan During the time between the sessions he traversed the country from Maine to Louisiana addressing boards of trade and chambers of commerce and appearing before state legislatures. He was remarkably successful in obtaining resolutions from legislative bodies endorsing his scheme His proposition was to build a road from the head of Lake Michigan to the mouth of the Columbia river by the aid of a land grant sixty miles in width along the whole line of the proposed road Congress gave serious consideration to this plan and at one time Whitney's bill on a test vote in the senate was defeated by a majority of a single vote

A CHANGE IN THE SITUATION

The Mexican war and the annexation of California followed by the gold discoveries changed the whole aspect of the Pacific railroad question Mr Whitney modified his plan so as to include a branch of his proposed road to the mouth of the Columbia which should leave the main line at a point in the Rocky mountains and run to the bay of San Francisco He had however exhausted his fortune in his long efforts in Washington and soon disappeared from the scene of his labors The next conspicuous advocate of the Northern Pacific railroad was Edwin F Johnson a distinguished engineer who had built the Erie and many other important railway lines in the east A series of articles written by Mr Johnson for Poor's *Railway Journal* and subsequently published in pamphlet form gave very strong and intelligent advocacy to the northern route following the Missouri and Columbia river valleys These articles attracted the attention of statesmen in Washington Many schemes for a Pacific railroad were agitated in congress during the years immediately following the annexation of California Sectional feeling ran high at the time and it was impossible to consolidate a majority in either house in favor of either one of the various routes advocated Finally in 1853, congress at the instance of the administration authorized the secretary of war to send out military expeditions to explore four routes across the continent Jefferson Davis then at the head of the war department promptly organized the expeditions and placed them in charge of some of the most intelligent officers in the service. The reports of these expeditions when printed made thirteen large quarto volumes

THE STEVENS SURVEY

The survey of the northern route was committed to the charge of Isaac I Stevens an officer of engineers who had just been appointed governor of the newly organized territory of Washington Under him were several officers who afterward won high rank in the war of the rebellion Governor Stevens divided his expedition into two parties sending Captain (afterward General) McClellan to the Pacific coast to explore the Cascade passes the route from Puget sound to the Columbia river and also the valley of the Columbia and to meet the main body somewhere in the Rocky mountains Stevens with a larger force started from St Paul The advance guard of the two divisions one under the command of Captain Grover and the other of Captain Saxon both of whom became general officers in the war actually met on the crest of the Rocky mountains in Cadotte's pass Stevens and McClellan met near Fort Colville, Stevens left A T Tinkham with a small party in the Rocky mountains to examine the passes and himself returned the following year His expedition was eminently successful disclosing important facts in relation to the mildness of the climate the absence of heavy snowfall and the low altitude of the Rocky mountain passes which the country was very slow to fully credit Long afterwards the popular impression that the northern belt of country between the great lakes and the Pacific ocean was for the most part a hyperborean region unfit for human habitation had to be constantly combated by the advocates of the Northern Pacific railroad

Governor Stevens became the ardent and indefatigable champion of the northern route he organized in Washington territory the first company bearing the name of the Northern Pacific Railroad Company A number of prominent citizens of both Oregon and Washington were its incorporators After a short service as governor of the territory, he was sent to congress as its delegate, serving in that capacity until the war broke out This position gave him excellent opportunities which he never failed to improve, of bringing the project of a railroad by way of what he called the "swallow route" to the Pacific before congress and the public of the east He made numerous speeches and addresses upon the subject both in and out of congress When the rebellion broke out Governor Stevens entered the army and rose to the rank of major general and was killed at the battle of Chantilly while gallantly leading his troops

JOSIAH PERHAM'S SCHEME

It was only natural and proper after the acquisition of California [illegible] and the growth of a great commercial city on its shores that the first railroad to the Pacific should seek its western terminus at the bay of San Francisco Accordingly in 1862 Congress chartered and liberally subsidized with land and money the Union and Central Pacific Companies The friends of the northern route who endeavored at that time to get legislation to give vitality to their project failed In 1864 however they succeeded Here comes prominently on the scene a remarkable character from away down east Josiah Perham a country merchant and wool dealer born in Maine and afterwards doing business in Boston a man whose only connection with railroads had been to originate and organize the cheap excursion system [illegible] from congress the most magnificent [illegible] ever bestowed by that body Perham was an enthusiastic nervous energetic man thoroughly honorable in his business dealings and commanding the confidence of his acquaintances At one time in his career he became bankrupt but afterwards succeeding in the wool business in Boston he paid his creditors in full principal and interest, although under no legal obligation to do so He was an early advocate of a railroad to the Pacific and frequently went to Washington to urge his views upon members of congress He tried to get a charter for a company from the Massachusetts legislature but failing went back to his native state of Maine where a bill was passed organizing the People's Pacific Railroad Company to build across the continent to the Bay of San Francisco This organization Perham endeavored to persuade congress to recognize but there were stronger men than he seeking the prize of a government charter and subsidy for a transcontinental line and nothing came of his efforts save a wide acquaintance and publicity which greatly aided him a few years later

In 1864 with the powerful aid of Thaddeus Stevens then the leader and one might truthfully say the master of the house Mr Perham succeeded in getting a bill through congress naming him and his Massachusetts associates and a long list of more prominent men added to it by Mr Stevens commissioners to organize the Northern Pacific Railroad Company The bill gave the company no subsidy in money but provided for a land grant just double the area of that given the Union and Central Pacific Companies The line was to begin at the head of Lake Superior and terminate on Puget sound with a branch running down the Columbia river to Portland Mr Perham crippled the company in advance by putting in the bill a prohibition of the issue of bonds He had a fantastic idea that the scheme would be so popular that at least a million people would subscribe a hundred dollars apiece to the stock of the company This was why he called his first organization the People's Pacific Railroad Company Well the bill was passed and the magnificent land grant secured but the whole splendid project came near perishing still born by reason of two lines in relation to bonds and mortgage which Perham himself put into the bill The company was organized in Boston with Perham as president but it in vain appealed to the one million of people to come forward with their hundred dollars apiece The subscriptions were hardly sufficient to pay office expenses and most of them came from Perham's personal friends in New England a little group of whom all men of small means stood by him very faithfully and advanced him money when his own small fortune had been exhausted

TRANSFER OF THE FRANCHISE

Late in the fall of 1865 Perham gave up the struggle He was burdened with debt and pledges given to secure the passage of the bill and in this situation was obliged to accept a proposition from influential parties in Boston to turn over the charter to them in consideration of a sum sufficient to pay his debts and of a small interest in the stock of the reorganized company The Boston men contemplated an international road which should terminate at their city and making use of the Grand Trunk line through Canada and of existing roads connecting Boston with that line They associated with them ex Governor J Gregory Smith of Vermont president of the Vermont Central railroad and made him president of the Northern Pacific Company Smith did not favor the Grand Trunk scheme and had a plan of his own looking to a connection through Canada with an extension of the Northern Pacific to be built across the northern peninsula of Michigan to the Sault St Marie The new men in the enterprise had no idea of building it by either subscriptions to stock or the sale of its bonds Although the land grant had been obtained on the pledge that no money aid would be asked of congress they immediately proceeded to besiege that body for a subsidy offering to give up one half the land in return for government aid equal to that given the Union Pacific Year after year they labored in Washington to secure the passage of a subsidy bill At one time they wanted government bonds, at another they changed the form of their application and asked for a guarantee of the interest on their own bonds Most of the Boston men dropped out after a time in consequence of a plan President Smith and his friend and relative Lieut Thomas H Canfield to broaden and nationalize the Northern Pacific project by taking in a board of representative railroad men connected with numerous powerful corporations They enlisted in his scheme William B Ogden of the Chicago and Northwestern Company William G Fargo of the New York Central Robert H Burdell of the New York and Erie and J Edgar Thompson of the Pennsylvania railroad and with this strong combination of railroad influence again appealed to congress for aid and again met with defeat

JAY COOKE COMES TO THE RESCUE

There seemed now to be no hope left of getting money from the government to build the road and the prospects of successfully placing the enterprise before the public as a purely business venture and obtaining loans from capitalists was far too flattering The turning point was reached in the history of the Northern Pacific The charter was likely to expire by limitation and the whole magnificent project prove abortive From this imminent peril the enterprise was rescued by Jay Cooke a successful financier who had negotiated the great war loans of the government Mr Cooke was at that time the most prominent banker in the United States The friendship of Salmon P Chase had given him the handling of the five-twenties and seven thirty loans of the government which he had popularized by a system of liberal advertising and newspaper notices He was very wealthy and had banking establishments in Philadelphia Washington New York and London His long blue cloak and white felt hat his flowing beard and energetic step pointed him out as the most conspicuous man in Wall street Mr Cooke was strongly urged by the friends of the Northern Pacific project to take hold of its finances he held the proposition under advisement for several months and finally wrote out the terms of a contract so favorable to him that he had little idea that it would be accepted by the directors of the company It was promptly accepted however and under its conditions the firm of Jay Cooke & Co received half the stock of the Northern Pacific company as a gratuity and obtained its bonds for sale at a rate of eighty-eight cents on the dollar

CHANGES IN THE MAIN LINE

Before anything could be done towards raising money however it was necessary to get the charter amended and this Mr Cooke undertook to do. He had great influence at Washington and did not have much difficulty in persuading congress to pass two amendatory acts authorizing the making of a mortgage and the issuing of bonds and changing the main line of the road on the Pacific coast to the Columbia valley making the line over the Cascade mountains to the Sound a branch at the same time the extension of the main line from Portland north [illegible] to Puget sound was authorized This change in the route of the main line was mainly brought about by the efforts of Oregon senators Mr Cooke's first financial plan was to place a fifty million loan in Europe He sent his partner Mr Moorhead to offer the bonds to the Rothschilds but they refused to handle them He then made an arrangement with a number of banking houses of the second rank in London Paris Berlin and Amsterdam to handle the loan, but this arrangement, when just on the point of being completed was frustrated by the breaking out of the Franco-German war Mr Cooke then turned his attention to the home market He insisted that the bonds should bear seven and three tenths per cent interest because that had been the rate of the last government loan using the agencies he had so successfully employed in behalf of the government he placed the Northern Pacific seven-thirty loan upon the American market spent money lavishly advertising it secured the friendship of the press all over the country for the Northern Pacific project by his liberality and succeeded in less than two years time beginning in the spring of 1870 in selling about thirty million dollars of bonds The purchasers were chiefly people of moderate means, scattered throughout the northern states who were attracted to the investment by the high rate of interest of 7 3 per cent in gold Mr Cooke became virtually the moving and controlling spirit of the Northern Pacific enterprise He placed his friends on the board gave directions to surveys and the location of the line and managed the affairs of the company far more than did its president

BUILDING THE ROAD

With five millions of money advanced by Jay Cooke & Co on account of the loan the work of building the road began in the spring of 1870 The route adopted commenced at the new town of Duluth on Lake Superior and ran in an almost due westerly direction to the Red river of the North In February 1870 there was a formal breaking of ground in the woods about twenty five west of Duluth The snow was melted on a little patch of ground by a fire of logs speeches were made and a wheelbarrow of dirt filled by Col J D Culver of Duluth and wheeled by Hiram Hayes of Superior city A railroad was then being constructed from St Paul to Duluth called the Lake Superior and Mississippi railroad in which Jay Cooke owned a controlling interest and it was decided that the Northern Pacific should have joint use of twenty three miles of its track into Duluth

During the working season of 1870 the Northern Pacific line was built as far as Brainerd 111 miles running through a swampy forest all the way where there was no possibility of settlement or local traffic save what should be developed from lumbering and wood cutting operations In the ensuing year the road was open to the Red river penetrating a rich agricultural district then entirely destitute of settlement

Construction work began on the Pacific coast in 1870 upon the division extending from the Columbia river to Puget sound One of the acts amending the charter had specified that at least twenty five miles of the line should be constructed before July 2 1871 and forty miles a year thereafter until it should be completed The vice president of the company J D Rice of Maine went out to Portland to look after its affairs He remained but a short time and was succeeded in the management of the company's interests in that quarter by Captain J C Ainsworth who was given the title of managing director on the Pacific coast When the company began to build northward from the Columbia river the question of a terminus on the sound was an open one nor was it decided until 1872 a committee of the board went out to the Pacific coast and cruised about on Puget sound visiting all the ports which had put in claims to be considered in connection with a terminus these were Olympia Steilacoom Seattle and Mukilteo A location as far north as Bellingham bay was also considered No definite conclusion was reached by this committee but after they returned it was determined to lay out a new town and Mr Ainsworth and Mr Rice were authorized to acquire land for the purpose They selected the site of the present city of Tacoma and the board of directors in July 1873 approved their decision At that time there was a saw mill and a few houses in what is now known as the old town the company bought the mill for a hundred thousand dollars, a town site company was formed to lay out and manage the new city with a capital of two millions of dollars afterwards reduced to one million, and in the stock of this company the Northern Pacific held a controlling interest

The company also laid out the new town of Kalama on the Columbia river the point where the railroad started for the Sound This place was at one time, believed by many short sighted people to be the future city of the Columbia valley and there was a wild speculation in lands which are to this day covered with forest or with the overflow of the river Construction proceeded very slowly on the line to Puget sound known as the Pacific division twenty five miles were completed by July 1871 The road was not finished to Tacoma till after the financial panic of 1873 What would be the effect of the panic on the affairs of the company was not known out on the Pacific coast General Sprague the company's manager on the Pacific coast, pushed forward the construction of the road till the money was exhausted and the men had worked for some time without pay Finally the laborers struck and arraying themselves took possession of the crossing of a small stream and gave notice that the work should advance no further till their demands were paid In this emergency Captain J C Ainsworth came to the rescue with his private means and credit The men received their money construction proceeded and the road reached the sound just twenty four hours before the time prescribed by congress expired

EFFECTS OF THE GREAT PANIC OF 1873

Let us turn back now to the affairs of the company in the east The line was located straight across the treeless and uninhabitable plains of Dakota to the Missouri river and construction went on during 1872 and 1873, until the great September panic which destroyed the banking house of Jay Cooke & Co and prostrated the Northern Pacific railroad enterprise Fortunately the track had reached a natural halting place on the east bank of the Missouri river where a town had been established and named Bismarck in honor of the great German statesman The company now found itself with 450 miles of completed track leading through a wild region where for many years to come there could scarcely be expected sufficient traffic to pay operating expenses It was burdened with a bonded debt of thirty millions, allowing for the exorbitant rate of interest of seven and three tenths per cent in gold It had also a floating debt of over six millions The sale of its bonds had ceased several months before and its notes had been floated along by short loans at high interest It had pledged its own bonds as collateral at fifty cents on the dollar and had also pledged the valuable stock of the Oregon Steamship Company which it had purchased [illegible] It held at the time a controlling interest in the stock of the St Paul and Pacific Railroad Company now the St Paul Minneapolis and Manitoba which owned valuable land grants and was constructing two lines from St Paul to the Red river valley as far as the British territory This valuable property which should have been firmly held as a most important system of feeders and extensions to the Northern Pacific was sacrificed so was the Oregon Navigation Company's stock Indeed nearly everything went by the board, except the track actually built by the Northern Pacific Company Ex Governor Smith whose management had been criticised as extravagant resigned the presidency and was succeeded by General George W Cass president of the Pittsburgh Fort Wayne and Chicago railway

Public opinion made the Northern Pacific scapegoat for the financial crisis of 1873 and the great enterprise which had behind it a strong sentiment of patriotism and national development was unsparingly censured and ridiculed It was characterized as a scheme to build a railroad from nowhere through no man's land to no place The Northern Pacific was popularly supposed to have knocked down Jay Cooke & Co and that concern in falling had caused the downfall of all the other railroad, industrial, banking, mining and commercial firms which came to grief in the panic just as one brick tumbling overthrows a whole row This notion was grossly unjust the Northern Pacific Company did not cause the downfall of Jay Cooke's concern neither was the fall of Cooke the cause of the disastrous financial storm of 1873 Indeed Cooke's failure was only an incident of a necessary consequence of a period of wild speculation enormous inflation and reckless expenditure of capital The Northern Pacific project was unwisely premature and its high interest financial scheme was faulty Its charter too was defective in not providing for an eastern terminus at St Paul instead of in the wilderness at the head of Lake Superior, but in its general features was a sound one as time has since demonstrated

REORGANIZATION OF THE NORTHERN PACIFIC [illegible]

The Northern Pacific Company was soon at the end of its resources It could sell no more bonds and had no money to pay the interest on those outstanding The holders of its floating obligations were clamorous for their pay On its unfinished line it could hardly earn a sufficient amount to defray operating expenses Matters looked very black The company kept out of bankruptcy however for a time owing to the forbearance of its bondholders and other creditors but it was plain to every one that this state of affairs could not last long In the spring of 1875 a reorganization was effected by which the company was put through the forms of bankruptcy proceedings by its own directors and friends in a very short time and at a very small expense and by which the bondholders agreed to accept preferred stock in lieu of their obligations In order that the original amount of one hundred millions of stock should not be exceeded the preferred stock was limited to fifty one millions and forty nine millions of common stock were provided for The reorganization was in reality a brilliant stroke of financial genius and while most of the directors deserved credit for its successful execution special honor was accorded to Mr Frederick Billings who afterwards became president of the company As a testimony of the appreciation in which his services were held the board resolved to place his portrait upon the stock certificates

During the reorganization and while the company was going through bankruptcy General Cass was its receiver He was succeeded in the presidency by Charles B Wright of Philadelphia who had been the head of the executive committee and had large financial interests in the enterprise Upon Mr Wright devolved the task of satisfying the holders of the company's floating obligations and of tiding the company over the hard times and in this he was very successful He managed to extinguish the floating debt and to operate the road so economically that it began in 1878 to have a small surplus In the mean time General Cass and Benjamin Cheney of Boston the old [illegible] had opened wheat farms in the Red River valley and had demonstrated the value of that vast and rich region for grain culture Settlers began to come in steadily upon the line of the road and the earnings of the company from both traffic and land sales constantly increased The superb land grant of which very little had been made up to this time now commenced to be a source of considerable revenue

CONSTRUCTION BEGUN ANEW

In the winter of 1878-79 the directors again considered projects for going on with the construction of the road The country was emerging from its long period of financial depression and the investing public began to have faith in new enterprises in the west The first construction work after the panic of 1873 was the building of the line from Tacoma to the Wilkeson coal field in 1877 This line intended to be a part of the Cascade branch was constructed with the surplus earnings of the Minnesota and Dakota division and was not mortgaged It immediately obtained a considerable traffic in coal which found a market in San Francisco

Engineers had been sent out in the summer of 1878 west of the Missouri river to examine the country as far as the Yellowstone and bring back samples of soil these samples were analyzed and the land was pronounced to be good The board did not venture to put forward a financial scheme for completing the road but determined to go ahead slowly division by division They resolved to begin with the Missouri division extending from the new town of Mandan on the west bank of the Missouri opposite Bismarck to the valley of the Yellowstone and they executed a mortgage and placed a loan for building this division only the loan amounted to two and a half millions of dollars and in order to persuade purchasers to take the bonds at par an equal amount of preferred stock was issued so that each purchaser of a one thousand dollar bond got one thousand dollars in preferred stock as a gratuity With the money thus raised work was begun on the Missouri division in the spring of 1879 Construction material was ferried across the Missouri river in the month of February on a track laid upon the ice This was looked upon at the time as a bold and hazardous experiment The track was [illegible] in the water flowing over the ice, put out the fires in the firebox of the locomotives

The success of the company in negotiating the Missouri Division loan led to the adoption of the plan for constructing the Pend d'Oreille division beginning at Wallula Washington territory and ending at Pend d'Oreille Idaho A mortgage was made on the land grant and track of this division and bonds issued at the rate of twenty thousand dollars per mile for each one thousand dollars subscribed a one thousand dollar bond and seven hundred dollars in preferred stock was given This loan was promptly taken and construction on the Pend d'Oreille division began in the fall of 1879 under the direction of General John W Sprague who as general manager on the Pacific coast was in charge of the company's affairs Wallula was selected as the point for beginning work because navigation on the Columbia could be made use of for transporting material and because the Oregon Railway & Navigation Company just organized by Henry Villard, had determined to build a line up the Columbia on its southern bank to that point The Northern Pacific managers at that time appeared to regard this new Oregon corporation as a convenient auxiliary for them to make use of and they little imagined that a young giant had been born in the woods of Oregon that would bar their progress to the sea and eventually dispossess them of their power and their own corporation Their plan at that time was to use the new Oregon company's line until they were ready to build their own road down the north bank of the Columbia and the branch across the Cascade mountains The president of the Oregon company had other ideas however as we shall soon see and in the conflict of interests that shortly arose he proved to be the stronger force

A FRESH START [illegible] THE ROAD

The Missouri division reached the Yellowstone at the mouth of Glendive creek in the summer of 1881 and the Pend d'Oreille division pushed its end of the track as far as Lake Pend d'Oreille at about the same time In the fall of 1879 President Wright resigned on account of ill health and went to Europe and was succeeded by Frederick Billings who had been identified with the affairs of the company since the first shovelful of dirt was turned on its line Mr Billings believed that the time had come for making provision for completing the whole road In the fall of 1880 he negotiated a loan of forty millions for this purpose with a powerful syndicate of bankers consisting of the great houses of Drexel Morgan & Co Winslow Lanier & Co and August Belmont & Co in New York and the London house of J S Morgan & Co These bankers took the bonds in instalments of ten millions of dollars at a rate ranging from 88 to 92, and received a bonus of [illegible] per cent in preferred stock They did not agree outright to furnish the whole forty millions but reserved for themselves an option on each successive ten millions of the amount There was one defect in the contract as far as the interests of the Northern Pacific were concerned the bonds were to be taken at the rate of twenty thousand per mile on completed sections of twenty five miles of road as fast as such sections were examined and accepted by the government Under this arrangement it was impossible to obtain the money from the syndicate to begin work on the great Rocky mountain tunnels to do grading along the uncompleted line and advance track laying Progress in construction was therefore slow at first and the road could not possibly have been completed within two years of the time it is now finished had not an entire change in the management of the company's affairs been brought about in the year 1881

HENRY VILLARD'S BLIND POOL

During the two or three preceding years Henry Villard had obtained control of all the transportation lines in the Pacific northwest He had seen on his first arrival in that region the importance of the Columbia river valley as the only natural gateway in the great barrier of the Cascade mountains and had determined to occupy it with a line of railroad which should throw out branches in the fertile grain regions of eastern Oregon and eastern Washington and extend a long arm in a southeasterly direction to meet the projected Oregon short line of the Union Pacific railroad When the finances of the Northern Pacific began to recuperate and the company was able to go on with the building of its road Mr Villard realized that a critical moment was approaching for his great Oregon interests The Northern Pacific must soon build either its main line down the Columbia river to Portland or its branch across the Cascade mountains to the Sound or both it could not stop until [illegible] near the mouth of the Snake river The new region of the Pacific northwest could not for a long time to come profitably sustain two rival railway systems Mr Villard chose the boldest and most difficult way out of this dangerous situation He determined to attempt to obtain control of the Northern Pacific Company and, if he succeeded to ally to that corporation his own transportation lines as extensions and feeders of the Northern Pacific Transcontinental system To carry out this plan much larger means were necessary than were at his command He organized in the spring of 1881, what was known in Wall street as the "Blind Pool" which was certainly the most novel and remarkable scheme for obtaining a large amount of capital known to the history of American finance Mr Villard announced that he desired to raise the sum of eight millions of dollars for a purpose which he could not at that time divulge without defeating his object Strange to relate not only was this amount placed in his hands by conservative capitalists of the east, but the subscriptions considerably exceeded the amount required and men actually reproached him for not taking from them more than their proportionate amounts He gave no security for the large amount of money and the subscribers received from him only a printed receipt to which his signature was affixed With this money and his private means he quietly bought large blocks of Northern Pacific stock and thus obtained control of the management of that company In June, 1881 he placed his friend and former associate in Kansas and Oregon railway management Thomas F Oakes in the vice presidency of the company as the executive officer Mr Billings resigned the presidency in the same month and A H Barney occupied it temporarily until the October meeting of stockholders when Mr Villard was elected In the summer of 1881 Mr Villard formed the Oregon and Transcontinental Company, to build branch lines to the Northern Pacific system and supply means to the company to push construction work on its main line to be subsequently repaid by the issue of its bonds on completed sections of road The Oregon & Transcontinental lent financial strength to the Northern Pacific and furnished it with money for beginning the heavy work simultaneously all along the uncompleted portion of its line It has been a lucrative paying company from the start The Oregon Railway & Navigation Company speedily became one of the most profitable transportation lines in the country The preferred stock of the Northern Pacific which at one time had sold as low as eight and seven cents on the dollar [illegible] par for the first time in the history of the company in September 1882

PROGRESS OF CONSTRUCTION

Let us turn now from this view of the administrative affairs of the Northern Pacific Company to glance at the character and progress of construction on the line For about 100 miles west of Lake Superior the road runs through a wilderness of rocks scrubby trees and swamps interspersed with some valuable tracts of pine land, then it enters a handsome region in western Minnesota known as the Lake and Park region a country of beautiful little lakes separated by rolling land where open prairies alternated with handsome growths of hard wood trees. Farther west it crosses the fertile valley of the Red River of the North and then the high plateau of the [illegible] of the Missouri Construction was easy and comparatively inexpensive through this region and this was also the case west of the Missouri for nearly 200 miles until the Bad Lands were entered where there was some heavy work among the grotesque terra cotta and clay buttes of that singular region The Missouri river at Bismarck was crossed by transfer steamers until October 1882, when the fine steel bridge costing about a million dollars was finished This bridge is much the most important structure on the Northern Pacific line and ranks among the greatest railroad bridges of the world Beyond the Bad Lands there is a belt of handsome prairie country and then the railroad runs down the valley of the Glendive creek to the Yellowstone river It follows the Yellowstone for 340 miles to Livingston where the stream comes out of its second canyon In this instance there was a great deal of heavy work in carving out the roadbed from the steep rocky bluffs which hem in the valley At several places the river had to be turned away from the foot of these bluffs by dikes and wing dams There was a great deal of easy work however across the long stretches of level bottom lands At Livingston the road leaves the valley of the Yellowstone and turning up a small tributary creek ascends by a grade of 116 feet to the mile almost to the summit of Bozeman pass in the Belt range of the Rocky mountains Here there is a tunnel of a little more than half a mile long (3610 feet) the construction of which was so difficult that an overhead line was built with a grade of 221 feet to the mile in order not to delay the progress of the track westward Descending the western slope of the Belt range the track reaches the town of Bozeman and then turns northward through the [illegible] level country of the Gallatin valley to the junction of the three rivers which form the Missouri Continuing north it traverses the upper canyon of the Missouri and the fertile valley lying beyond to Helena, the capital of Montana The work on this division of the road was not of a serious character but beyond Helena where the ascent of the main divide of the Rocky mountains is begun there are numerous high trestles and heavy fills and one formidable tunnel before the great tunnel at the top of the pass is reached The mountain grade here is 116 feet to the mile and is carried up through the tunnel nearly to its western portal while the descent to the Pacific slope was begun The Mullan pass was not adopted for the crossing of the Rocky mountains until 1880 when General Adna Anderson chief engineer gave it his preference His predecessor W Milnor Roberts preferred Deer Lodge pass which however involved the building of forty miles more of track Mr Roberts' line was followed for the entire length of the Northern Pacific railroad with the single exception of the distance from the three forks of the Missouri to the mouth of the Little Blackfoot creek a few miles below the town of Deer Lodge The Mullan tunnel is 3850 feet long and here too on account of delays caused by soft rock and the necessity for timbering the company has constructed a steep grade over head line The two great tunnels are expected to be ready for use by January 1884

DOWN THE WESTERN SLOPE OF THE CONTINENT

From the mouth of the Little Blackfoot the railroad follows the narrow valley of the Hell Gate and Missoula rivers, the fine stream which in the upper part of its course bears the name of the Deer Lodge all the way to the Missoula, and about ten miles beyond, where it leaves the valley to climb up a narrow pass in a spur of the Rocky mountains The pass is called the Coriacan defile, here the mountain grade is again resumed and the most formidable trestles on the entire line are found The chief of these crosses Marent gulch at an elevation of 226 feet This great bridge is composed of [illegible] Howe truss resting upon eight immense towers The descent from the tunnel into the Jocko valley is an easy one and the road becomes again a valley line and continues to do so all the way down to the Jocko and the Clark's fork of the Columbia to Lake Pend d'Oreille in northern Idaho This part of the line however was the most difficult to construct of any The road was built from the west up the wild mountain gorge of the Clark's Fork through an absolute wilderness where the base of supplies as at Portland, more than 600 miles distant In many places the road had to be cut out of the precipitous face of precipices and for more than 100 miles a forest growth of phenomenal density had to be cleared from the right of way The railroad skirts the western and northern shores of Lake Pend d'Oreille crossing two arms of the lake on pile bridges, each about a mile long About forty miles more of forest is traversed east of the lake alternating however with gravelly prairies Most of the line in eastern Washington Territory runs through a treeless rolling plain covered with bunch grass where easy grades were found for the track by following the little valleys and coulees The ties for the building of the road through this treeless region had to be obtained far up the Yakima river and floated down that stream and the Columbia to Ainsworth at the mouth of the Snake river Most of the labor of grading and clearing the right of way from Ainsworth to the Flathead Indian reservation in western Montana was performed by Chinese Through the Flathead reservation and thence eastward to the Mullan tunnel the grading was mainly done by parties of Mormons who came up with their teams from the settlements in northern Utah and southern Idaho East of the Rocky mountains the laborers were the ordinary class of railroad workmen brought from the east, with a large admixture of sturdy Scandinavians, who come over from Europe for the purpose of seeking [illegible] in the northwest after their work was finished on the railroad

From Wallula Junction to Portland, the Northern Pacific used as a link in its main line the Columbia river division of the Oregon Railway and Navigation Company From Portland to Tacoma on Puget Sound the track is owned by the Northern Pacific The projected bridge over the Willamette river and the depots shops and other terminal facilities in Portland are to be provided by a separate company called the Northern Pacific Terminal Company the stock of which is distributed between the different corporations over which Mr Villard presides

NORTHERN PACIFIC BRANCHES

Under the present system of railway management a trunk line must always be in a dependent condition unless it can control the traffic of a considerable belt of country by a system of feeders and branches and thus keep out injurious rivalry Such a system has already been provided for the Northern Pacific by the Oregon & Transcontinental Company The branches already built or building are as follows

The Little Falls and Dakota railroad from Little Falls to Morris Minn a distance of eighty eight miles This road reaches the upper valley of the Red river of the north.

The Northern Pacific Fergus and Black Hills railroad, from Wadena, on the Northern Pacific main line, to the present end of the track in Dakota, a distance of 116 miles This road traverses an exceedingly fertile farming country for its entire length

The Fargo and Southwest branch, running from Fargo, Dakota to La Moure the present end of the track a distance of about 80 miles, and traversing the rich valleys of the Red river, the Cheyenne and the James

The Jamestown & Northern branch from Jamestown Dakota, northward to the west end of Devil's lake, a distance of 94 miles, traversing a fine wheat country for its entire length and throwing off at Carrington, a branch now completed to Sykeston a distance of 20 miles and to be extended next year to the Mouse river valley

The Benton branch from Billings on the main line to Benton at the head of navigation on the Missouri river, this branch is now being constructed from Billings to the coal fields of the Bull mountains, a distance of about 24 miles and will extended the coming season

The National Park branch, from Livingston, Montana to the boundary of the Yellowstone park 54 miles this branch is mainly designed to accommodate tourist travel to the park

The Palouse branch from Palouse Junction, Washington territory westward to Colfax, whence one prolongation runs to Moscow in northern Idaho and another to the forks of Pine creek, This line traverses the newly settled grain and pasture belt of eastern Washington and northern Idaho

The Cascade branch, from Ainsworth to Tacoma, across the Cascade mountains 240 miles, completed from Tacoma to Wilkeson, 32 miles, and under construction in the Yakima valley.

The Seattle extension to Seattle, 30 miles, to be completed this year This line will place the important city of Seattle in direct rail communication with Portland and the east

The Northern Pacific has hitherto reached St Paul from Brainerd, Minn by a line to Sauk Rapids, about half way built by the Western Railroad Company and thence to St Paul over the track of the St Paul Minneapolis and Manitoba railway on which the Northern Pacific has equal trackage rights A new company has been organized, however called the St Paul and Northern Pacific Company, which has acquired the stock of the Western railroad and is building its own line from St Paul to connect with that road

The stock of this new company is owned by the Northern Pacific, and the arrangement practically makes St Paul the eastern terminus of the main line of the road

From Northern Pacific Junction twenty four miles west of Duluth, the company has built a line to Superior Wis and is extending it to the Michigan boundary, there to connect with a road running to the Sault St Marie this portion of the Northern Pacific main line is called the Wisconsin division, its construction gives for the traffic of the company three fine harbors on Lake Superior—those of Duluth, Superior and Ashland On the Pacific coast the company has also three principal shipping points—at Portland Tacoma and Seattle

TRIBUTARY COUNTRY

The Northern Pacific is peculiarly fortunate in traversing what is by far the best belt of country stretching across the continent, from the valley of the Mississippi to the Pacific ocean, indeed it may be truthfully said that what is known as the Northern Pacific belt is the only continuously habitable country which reaches across the great inter-continental area

Along the line of the road there are no arid plains or alkali deserts A little strip about fifty miles wide on both sides of the Snake river near its mouth is the only section visible along the entire road which is not of some immediate and evident value either for cultivation, stock-raising, lumbering or mining and much of that little strip will yet be made productive by irrigation The Northern Pacific belt followed from east to west may roughly be divided as follows First—150 miles of hard wood forest, interspersed with pine lands, stretching westward from Lake Superior. Second—400 miles of plains and rolling uplands admirably adapted for wheat growing Third—500 miles of bunch grass pasture country with agricultural lands in the valleys of the streams Fourth—200 miles of mountain country among the spurs and ranges of the Rocky mountains, including many fine irrigable valleys, considerable good timber and much grazing land on the foot hills and lower mountain slopes Fifth—150 miles of magnificent forests of pine, cedar spruce and tamarack, lying along the Clark's Fork river and around Lake Pend d'Oreille Sixth—200 miles of grain and grazing region, in eastern Washington and northern Idaho. Seventh—The valley of the Columbia river, valuable in parts for grazing in others for timber, and, in limited areas for farming Eighth—About a hundred miles of fine forest country between the Columbia river and Puget sound with some prairie land and much excellent farming land in the valleys of the streams In this review we have followed the main line of the railroad to Puget sound and included the river divisions of the Oregon Railway & Navigation Company as practically a part of that line If we diverge, now, from the main line at Ainsworth and follow the Cascade branch up the Yakima valley and over the Cascade mountains to the Sound, we will find, first, about 140 miles of pasture lands and irrigable valleys, then 60 miles of timbered, mountain ranges and, beyond about 40 miles of the great fir forest surrounding Puget sound, the great value of which, for lumbering operations, all the world knows

THE COAL FIELDS

Let us look now at the important article of coal a prime necessity for a road traversing hundreds of miles of treeless country. In western Dakota there are inexhaustible beds of lignite, already extensively mined for fuel for locomotive use and for domestic consumption These lignite beds extend also throughout eastern Montana cropping out from the bluffs in convenient locations, for mining. The coal grows harder as the Rocky mountains are approached In the Bull mountains, the most advanced eastern spur of the Rockies, extensive deposits have recently been found of a coal so hard and black that it closely resembles the Pittsburg and Ohio bituminous coals These

[Concluded on Eighth Page.]

... and wife of ..., A A Denny and Judge ... of Seattle, Captain Oliver Eldridge, Wm ... and F. E. King of San Francisco, also the following eastern guests: Robert M. McCane of Baltimore, G. B Wright and party of Philadelphia, ... Pullman, and party and Governor ... of Minnesota; Secretary H. M. Teller and ... Tabor of Denver, Marshall Field, and four ... others.

Chills, Malaria, Fevers, ague, and all kindred diseases are absolutely and permanently cured by Mason & Pollard's Pills. This remedy is a never-failing specific for these ills, purifies the system and restores the patient to perfect health. Druggists.

The First Snow.

DENVER, Sept 9.—Six inches of snow fell on Argentine pass Thursday evening.

LUNDBORG'S PERFUMES.
EDENIA AND MARECHAL NIEL ROSE.

The Yellow Fever

PENSACOLA, Sept 9—Pensacola is unusually healthy There were three new cases at the navy yard in the last twelve hours, but no deaths.

HORSFORD'S ACID PHOSPHATE.
Beware of Imitations.
Imitations and counterfeits have again appeared Be sure that the word "Horsford's" is on the wrapper None genuine without it.

HUNTSVILLE, Ala.—Dr J. C. Spotswood says: "I highly recommend Brown's Iron Bitters for dyspepsia, rheumatism and general debility."

The Indian whose arm was crushed by cars at Sand Point died at Spokane Falls on Tuesday of last week

It seems proper to assert that *Samaritan Nervine* cures dyspepsia. We earn no pay.

Lo some ... warrior spent some moments in a pleasant interchange of "Hows" Another distinguished chief was presented to the visitors and made a telling speech, which, in substance, was as follows "You are having a good time, and I am glad of it If I had known you were coming I would have had my hair cut in honor of the occasion, but as it is, I am obliged to be as you see me. How! If you have any champagne bring it on and I will drink it to you! If anybody wants to buy my moccasins, I will

... known" Better still use Kidney-Wort and send your present evils fly to parts unknown ... if you're getting bilious, head heavy, mouth foul, eyes yellow, kidneys disordered, symptoms of piles tormenting you ...

Daniel ... of ..., Michigan ... has had his ...

... COAL OIL ... AND ...

...rance Co.
...er
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... in this Company
P. KANOVICH
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OREGON
Insurance Co.
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JERSEY MARINE COMPANY,
...POOL.
...CE COMPANY
MARINE.
...$750,000.
... OREGON,
Portland, Oregon.
National Fire Insurance Co.
... SURANCE
... $5,000,000.
... OF MUSIC
...ERSITY
ACADEMY.
...Years.
... T. B. ELLIS.
... COLLEGE.
ACADEMY,
... HILL, M. D.

The Daily Oregonian.
SUNDAY MORNING, SEPT 9 1883

IN PIONEER DAYS.

A Brief Tribute to the Men who Came "the Plains Across."

A JOURNEY NOW OBSOLETE.

The Hardships and Sufferings of Fathers and Mothers of our Emerald State,

LANE, MEEK McLAUGHLIN & COUCH.

The Men Who Drove Ox-Teams Over Three Thousand Miles to Found Oregon and add a Free State to the Tiara of Liberty.

WHITMAN'S CRUEL UNTIMELY DEATH

The Heroic Matrons who Loaded Guns for their Husbands to Fight the Indians while on that Journey of Peril and Pain

WHAT OUR SONS CANNOT FORGET

A Journey which was a Part of our States' History, but which is now Forever Done away with by the Completion of the Northern Pacific Railroad

Upon so important an occasion as the opening of a third transcontinental line of railroad, a glance at the more primitive means of reaching Oregon from the older states may not be wholly amiss from our narrative. The voyages of the early Spanish adventurers who planted their colony at Neah Bay near the mouth of San Juan de Fucas straits are so vaguely recorded that they seem more like tradition than history, and no attempt will be made to dwell upon them for that reason. On the 7th day of March 1778 the renowned British navigator Capt Cook discovered from the deck of his ship, the Resolution, what was undoubtedly the bold headland of Cape Blanco near Port Orford, in Curry county. Driven off by adverse winds he beat to the northward and on the 22d day of the same month found himself abreast of Cape Flattery. In 1782 John Ledyard who had been one of Cook's crew induced Robert Morris of Philadelphia, to fit out an expedition to the North Pacific but Mr Morris became so heavily involved that the enterprise was abandoned before the vessel was ready for sea. Next in point of note came the voyages of the English captains Meares and Tipping who crossed from China to the Alaska coast in two small vessels. Meares cruised as far south as latitude 46 and the bold promontory at the south extremity of Tillamook bay bears his name. He returned to Prince William's sound where he lost half his crew from scurvy. Tipping never was heard from after leaving that place and his vessel was probably lost at sea with all on board.

The discovery of the Columbia river unquestionably was accomplished by the Spanish navigator Heceta, on the 15th day of August 1775. And as that was the feast of Saint Roque he gave to the river the name of *Rio de San Roque*. The north headland which has since been known as Cape Hancock and cape Disappointment he called Cape San Roque while the south side which he called Cape Frondosa (leafy cape) is now known to mariners as Point Adams. In 1870 Capt Meares entered the harbor as far as Baker's Bay and in his report stated that it was merely a roadstead and that no such river as the *Rio de San Roque* existed. The next thing we hear of is the universal Yankee nation just after the close of the revolution making an effort to extend American commerce with these unknown waters. In 1787 the ship Columbia 220 tons burthen and the sloop Washington 90 tons were fitted out at Boston for the purpose of trading along the northwest coast. The ship was under command of Capt. John Kendrick, and the sloop in charge of Capt Robert Gray. In August 1878 the sloop attempted to enter the river of San Roque but was attacked by the savages in their canoes who killed one of the sailors and severely wounded the mate. The Washington then put out to sea and on the 17th of September reached Nootka sound where Meares two vessels the Felice and Iphigenia were already at anchor. The Columbia reached there several days later. In June 1779 Gray explored the coast of Queen Charlotte's island and shortly afterward took command of the ship leaving Kendrick in the sloop to trade for furs. The Columbia, with her valuable cargo arrived in Boston on the 10th of August 1790 having been the first vessel under the American flag to circumnavigate the world.

From that time out Oregon was no longer a light to be hidden under a bushel. It was evident that so large a river must have an immense amount of fertile country back of it and while busy brained men of commerce were studying how to catch its trade statesmen were cudgelling their brains as to how such territory could be secured as part and parcel of our great union. Prior to 1846 the name of Oregon was applied to all the territory lying between latitude 42 and latitude 54 40 and extending east as far as the Rocky mountains. The watchword was 54 40 or fight but no fight ever came off. The treaty between Mr Webster, on the part of the United States and Lord Ashburton on the part of Great Britain set forth that the forty ninth parallel should be the northern boundary and the treaty was so ratified. All that portion lying north of the Columbia river and parallel forty six was subsequently cut off and became Washington territory. As we before remarked the vastness of this broad domain had attracted the attention of our greatest statesmen, and in 1804 05 President Jefferson sent out an expedition under Lewis and Clarke to examine and report upon the country. These officers ascended the Missouri in canoes and bought ponies of the Indians at the head of navigation whence they rode across to Snake river and descended it in canoes hollowed out of cottonwood trees. On the 31st day of October they passed the Cascades and after camping occasionally along the river reached the present site of Astoria on the 15th of November. It was then called Fort George. They returned to St Louis in the year following having separated on the 3d of July 1806 at a point on Clark's Fork of the Columbia to meet again at the mouth of the Yellowstone. On the 23d of September, after having suffered untold hardships they reached St. Louis. It is calculated they traveled in all nearly ten thousand miles by the most dangerous routes and the most primitive conveyances.

The reports of Lewis and Clark's expedition were not published until 1814 but enough was known to convince people of the productive character of the country and in 1809 a mercantile association was organized in St Louis called the Missouri Fur Company. This was followed by the establishment by Capt Smith of the Boston ship Albatross of a trading post at Oak Point on the Columbia immediately opposite the present steamboat landing of that name. But there was no head or organization to the scheme and it died a borning as the Hoosier said. The real enterprise which first gave commercial impetus to Oregon was the organization in 1810 at New York by John Jacob Astor and others of a company to trade off the Columbia river for furs caught by the Indians exporting the same to China for a market and bringing thence cargoes of tea to New York. The capital necessary for the enterprise was advanced by Mr Astor who owned half the stock the other half being held by factors who were to reside at Canton and at points covered by the company's traffic. Mr Astor's chief associates were Scotchmen and Canadians chief of whom was Alexander Mackay who had accompanied MacKenzie on his trip to the Pacific in 1793. Duncan McDougall Donald McKenzie, David Stuart, Robert Stuart and Ramsay Crooks natives of Scotland and Wilson Price Hunt Robert McClelland and John Clarke natives of the United States. Messrs Mackay McDougall and the two Stuarts with eleven clerks thirteen Canadian voyagers and five mechanics, all subjects of Great Britain sailed from New York in the ship Tonquin on the 10th of September. The ship Beaver sailed for the same destination a year later and a third party crossed the plains under the leadership of Mr Hunt. She arrived at the mouth of the Columbia on the 24th of March 1811 and in attempting to effect a landing three men were crowded out of the captain's boat. The cargo of the Tonquin was landed at a place called Point George and the work of erecting a fort and other buildings commenced. In honor of the projector of this enterprise the place was called Astoria. In June 1811 the Tonquin while at anchor in Clyoquot Sound was attacked by Indians and rifled of everything. All the officers and crew were put to death and the ship was blown up probably by the wounded men who were below deck and unable to escape. The boat's crew were recaptured from their attempted escape and put to a cruel death. In 1813 at the outbreak of the war with Great Britain Astor's partners on the coast sold out the whole concern to the Northwest Company at prices that were ridiculous when we consider the difficulty of getting goods here and the Pacific Fur Company went out of existence. The capture of Astoria by the British sloop of war Raccoon in 1813 was not known to the plenipotentiaries of the United States when they signed the treaty of Ghent. When after the restitution of peace the Americans sought to dispossess the British at Astoria a lengthy correspondence ensued between Mr Bagot the British minister and John Quincy Adams the American secretary of state. It ended up in the cession of Astoria to the Americans, with the stipulation that the northwest territory was virtually British soil upon which the settlement of Astoria was an encroachment. Over this there were squabbles from that time until 1846 when the whole thing was settled between Lord Ashburton and Mr Webster.

From the time of the Astoria disaster until 1840 there were occasional expeditions across the plains to Oregon, but seven out of ten men in every one of those parties were Canadian voyageurs who mated with squalid savages and raised a semi barbarous progeny. The French prairie in Marion owes its settlement largely to this element. They were peaceable and well behaved as a class but not remarkable for industry or anything else which adds to the wealth of a new country. Their life was somewhat nomadic as they did a great deal of hunting, and killed wild animals for their hides and horns. Occasionally some of the descendants of this element have gotten into the state reformatory institutions as prisoners but never for any crimes of a nature showing dishonesty. A few of these have risen to public office and in other capacities and got into the legislature. Of late years we have noticed among them a great disposition to leave their old quarters on the upper Willamette and go where land is cheaper. This is one of the results of a larger immigration which can afford to pay good prices for land located on the lines of railroad or steamboat travel for which the Canadian voyageur cared comparatively little. So long as he had a garden patch where he could raise a few vegetables for his own use he cared but little for the current prices of the export market. Hence he sells off his lands in Marion or Clackamas and goes down to buy a cheaper home in the manzanita woods of Jackson or Josephine.

About twenty young men living in Illinois had heard of Oregon and [illegible] they would be the gainers by casting their fortunes in the new territory. They were tired to the marrow of arms and the habits of former life for the [illegible] In 1839 they [illegible] their faces toward the [illegible] Among these were Amos Cook, Joseph Holman, [illegible] Farnham, Robert Shortess, Sidney Smith [illegible] who resides near Lafayette in Yamhill county [illegible] found Indians very [illegible] river in what is now the [illegible] Wyoming [illegible] what is known as Brown's Hole [illegible] camp of that [illegible] Early in the spring of 1840 they [illegible] the line of march and reached Oregon [illegible] 1840 [illegible] Holman was a man of [illegible] and great personal [illegible] He built the [illegible] block [illegible] diagonally across from the Chemeketa hotel [illegible] The matron of this [illegible] was a [illegible] country [illegible] died [illegible] We regret that we have not a full list of the party which [illegible] some of the best timber that ever [illegible] trackless forest and turned a wilderness into a garden.

The women of this era however were the really heroic pioneers and their names will be treasured in the hearts of a grateful people for years and years to come. Mrs Marcus Whitman, Mrs W H Gray and the other brave women who rode on horseback from the Missouri to the Columbia were fitting types of a matronage which the younger days of the Roman republic might have envied. The fatigue of camp life the exposure to the elements at all seasons the peril of assassination by brutal savages the fear of famine on the long and weary route all these privations had no terrors for the women whose influence continued down the [illegible] of harder life and paved the way for an advancing civilization born in freedom nurtured in justice and consecrated to the gospel of human right. Perhaps some day in some out of the way farmhouse in the valley of the Willamette the tourist who has read the fascinating pages of Irving or Greenhow will see a faded photograph of some one of these heroic women. He will look upon the obsolete dress she wore and note the sad light in her eyes that have long since become closed in eternal rest. But he will never know the pains and sorrows she suffered that others might reap the reward of her self devotion in the era when the journey across the continent occupied as many days as it now does hours.

The colossal central figure of that heroic age was not, we regret to say, a native of the United States. But the name of John McLoughlin will always be held dear in the hearts of men who lived in Oregon during the times that tried men's souls. The men whom he first met here did not [illegible] appreciate the pure gold of this man's character. By some he was considered an enemy to American institutions and a tyrannical man clothed with a little brief power. They did not stop to reflect that he was the resident agent of a foreign company which like all others of its class compelled its factors to work for the good of the company at all times and for the good of the country whenever its interests did not conflict with those of the corporation. For reasons of this sort he was often judged unjustly. Those who really knew him knew that Oregon's rarest humorist paid him no fulsome compliment when he said that "He was a great man upon whom God had stamped a grandeur of character which few men possess and a nobility which the patent of no earthly sovereign could confer." Looking over the early history of Oregon no name shines out from its pages with such radiant lustre as that of the old doctor. He came to Oregon as factor of the Hudson's Bay Company in 1823 resigned it in 1845 and in 1857 after having been a master spirit of the country for nearly thirty five years he went to his honored grave which should ever be the proudest in our emerald state.

The early American immigrants to Oregon were not as a class always rich or thrifty. But they were energetic and plucky and made up in nerve what they lacked in capital. Still there were exigencies constantly overtaking them against which pluck and energy could not well avail. They often suffered for food and clothing, and had not the means to pay for them and it was on occasions of this sort that Doctor McLaughlin showed the true nobility of his nature. Forgetting all the alliances which bound him to the great corporation of which he was both the arm and brain his generous spirit heard but the call of suffering and hastened to its relief. Speaking of his reaching the great canyon in what is now Douglas county Hon J Q Thornton in his address before the Pioneer association says "We had two pounds of good tea two pounds of loaf sugar one pint of rice one pint of beans half a pint of dried peaches sixty tablespoonsful of the dust of crackers a pint of flour and half a pound of dried beef." On this he and his wife subsisted for ten days, and such cases of want and privation were by no means uncommon. It was in cases of this sort that Dr McLaughlin's man loving spirit showed itself and his name and fame a grateful state shall keep till morning's latest blush shall fade away upon the ocean of eternity.

We now come down to 1840 as a definite epoch at which the American population of Oregon consisted of thirty six male settlers twenty five of whom had taken native women for wives. There were thirty three American women and thirty two children. The attaches of missionary service consisted of thirteen Methodists six Congregational and three Jesuit priests. There were also thirteen lay members attached to Protestant missions and sixty Canadian French. This made a total of two hundred souls of whom one hundred and thirty seven were Americans and sixty three Canadian French including the three priests. And of all the devoted people ever banded together all for one and one for all these were the coolest and most united. The increase of Oregon's population was henceforth to be permanent and augmentative from year to year. In 1840 was begun the work of organizing a provisional government. One paragraph in their petition set forth the fact that themselves and families are exposed to be destroyed by the savage and others that would do them harm. This was no doubt thickly a reference to the Hudson's Bay Company who wanted all the trading privileges of the country and whose employes [illegible] looked upon the American settlers as unwarrantable intruders. On the 7th of February 1841 a meeting was held at Champoeg more for the purpose of preliminary consultation with the Methodist missionary officials than anything else. The meeting adjourned and on the 15th of the same month convened and appointed a committee to draft a code of laws to govern the territory south of the Columbia river.

At Wheatland on the Willamette river on the 1st day of February 1842 was convened and an educational seminary was organized under the name of the Oregon Institute. The board of trustees consisted of Revs Jason Lee, David Leslie, G Hines, L H Judson, J L Parrish and Messrs George Abernethy, Alanson Beers, H Campbell and J L Babcock. This was the first attempt at establishing an educational system and the outgrowth of it is highly creditable to our people. Oregon may well be proud of her schools and the results [illegible] maintain them in spite of the most discouraging circumstances. The maintenance of the educational institutes cost the early settlers of Oregon many a sacrifice and their descendants may point with pride to our institutions of learning. Whatever else may be said of the youth of Oregon it must be admitted that none have grown up in ignorance except through their own laziness or willful neglect. Men who can scarcely pay their bills from month to month will vote a school tax upon their scanty property and go without new clothes or boots to pay it. The same spirit of self sacrifice which characterized all the earlier acts of the pioneers shows out as strong in this matter as any other. And in the heyday of her prosperity Oregon can look back with pride upon the days of the old school house on Wallace prairie two miles north of the present site of Salem.

The immigration of 1842 was virtually under the lead of Dr Elijah White of Chemung county N Y who had been appointed superintendent of Indian affairs west of the great Rocky mountains. He was the first officer ever commissioned in that capacity on this coast. In his party which started from Independence were Nathaniel Crocker, Medorem Crawford, J R Robb, S W Moss, Nathan Coombs, James M Hudspeth with forty seven others, among whom was [illegible] Hastings [illegible] who turned [illegible] his wife [illegible] French Canadian [illegible] Mathieu one of the leading spirits of Marion county ever since [illegible] Coombs was afterwards [illegible] this party came [illegible] California [illegible] James Hudspeth is still living [illegible]

The immigration of 1843 saw some of the [illegible] of America transplanted to Oregon among whom we may mention Jesse and Lindsay Applegate, Peter H Burnett afterward elected governor of California, Ninevah Ford a prominent man of eastern Oregon, John Hobson one of the [illegible], A L Lovejoy one of the proprietors of Portland, M M McCarver the founder of Tacoma, J W Nesmith afterward United States senator, W T Newby one of the [illegible] Yamhill, Charles [illegible] better known as the pioneer [illegible] Pierson B Reading afterward prominently identified with mining enterprises in Shasta county Cal, [illegible] M Shively one of the largest owners of Astoria city property, Stephen [illegible] and the brothers Waldo one of whom was the father of Justice Waldo of the supreme court. Of the brave young fellows who crossed the state line of Missouri at Fitzhughs mill near Independence it is believed that only eight are alive to day—at least such is the general impression. The orderly sergeant of that company Hon J W Nesmith left here on Wednesday's train to attend the laying of the last tie on the Northern Pacific and it is the general belief that he was the oldest pioneer on the train.

Jesse Applegate was in the band of Spartans who crossed the plains in 1843, since which time he has been largely identified with all public movements in this the state of his adoption. Some years ago he was quite well off and owned a beautiful home in the little valley of Yoncalla on the line of the overland railroad to California. But a series of misfortunes overtook him chief among which was the defalcation of a public official upon whose bond he was surety to a large amount. This led to long and vexatious litigation which has completely impoverished him and in his old age the gallant old man has been brought face to face with poverty that is wholly undeserved. He is living somewhere in northern California in comparative obscurity and merits the heartfelt sympathy of every just man in the state. "He presents the singular anomaly" says Colonel Nesmith "of a gentleman of the highest culture who shrinks from contact with society. Beyond all question he is a man of wonderful genius and deep research but his powers of conversation are limited. Yet he can write as fine a newspaper article as any man in Oregon couched in the very best English and strongest of metaphors. To see him bowed with age and fettered with poverty and incurred through his kindness to others is enough to make any just man weep. Himself the first and foremost of the republican party he has seen men of less culture and less personal integrity elevated to the highest positions within the gift of the people while he has groped along in obscurity and penury. Too honest to be a party leader and too strongly imbued with native personal courage to become a place hunter he toils along in his age and his poverty a worn out man to whom history must yet do impartial justice. God bless the wandering sage of Yoncalla wherever he may be."

In 1844 there were nearly 800 on the road of whom nineteen turned off and went to California among them David and Martin Murphy who became enormously wealthy. Of men able to bear arms there were 3[illegible] of whom two died on the road. Among these we notice the names of Alanson Hinman now residing at Forest Grove Daniel Clark a well known farmer of Marion I N Gilbert one of the pillars of Salem, John Minto the hero of the Minto Pass in the Cascade range Elisha McDaniel of Polk county a prominent cattle breeder Jacob Hoover of Forest Grove Joseph S Smith ex member of congress from this state Barton Lee and Priest Lee his partner afterwards famous as wildcat bankers in Sacramento, Henry Williamson famous in the turf history of California as the owner of the famous stallions Belmont and Owen Dale and his trainer Frank de Forstel was one of this party. The men of 44 are ever a small handful now but they have all proven [illegible] lives of usefulness and activity. And so they contrived to keep the territory in the shell of the nut the British found so hard to crack.

From 1844 to 1848 the immigration began to increase so rapidly that no accurate track could be kept of it. The cession of the territory to the United States under the Ashburton treaty and the withdrawal of all of England's claim to it caused a general rush to be made toward Oregon from Missouri and Iowa as well as Kentucky and Tennessee. During this period Oregon had the smallest and yet the best governed population of any portion of the federal domain. In Judge Peter H Burnett's reminiscences of early Oregon he says "I never knew so fine a community as I saw in Oregon most of the time I was there. They were all honest because there was nothing to steal, they were all sober because there was no liquor to drink; there were no misers because there was nothing to hoard and they were all industrious because it was work or starve." The idea of committing crime was not to be thought of for there was no ready channel of escape into any other country and they could not conceal themselves in Oregon. So was the little emerald state nurtured in the most abject poverty that its severe discipline might develop a grand and selfreliant race of men

Men who their duties know
And knowing, dare maintain.

Dr. Marcus Whitman who came across the [illegible] of 1843 was not a regular missionary but did a little preaching occasionally in the outskirts of that feeble civilization. He was the very personification of a Christian and his daily life was replete with love for all his race. He founded the mission of Waiilatpu near what is now called Whitman station six miles from Walla Walla. The night was never too dark and stormy for him nor the way too long to prevent him from riding up hill and down dale to aid the weak and help the suffering. In 1846 this good man while ministering to [illegible] sick Indian children was brutally murdered by an Indian named Tamsaky who sent a tomahawk crashing through his brain and then fired the house and [illegible] Seven or eight other members of his household were butchered and the beautiful little mission of Waiilatpu was blotted out. On the site of it [illegible] stands a small [illegible] about twelve feet square [illegible] fence with rough boards. In this rest the bodies of Whitman and his murdered followers [illegible] their desolate grave [illegible] with their precious blood. [illegible] worst of all was that the Methodist missionaries sought [illegible] to attach this fearful crime upon the Catholics whereas nothing could be more far from truth. Others [illegible] Dr M [illegible] a falsehood. The purity of that good man's life [illegible] second thought on the subject.

In 1847 Joseph L Meek and George Ebbert set out from Walla Walla to Washington to bear the news of Dr. Whitman's assassination and asking aid against the hostile Indians. They encountered terrible hardships in the dead of winter but they were both experienced mountain men and got through safely. President Polk for this service rewarded Meek with the appointment of United States marshal for the territory of Oregon but poor Ebbert who paid his expenses all the way never got a cent for his trouble. Poor old Joe Meek! how every lover of fair play feels his cheeks tingle at the thought of the undeserved misfortune which shortened this brave man's life while the harpies who entrapped him into the difficulty are not only living still but rich and prosperous also. There was a good deal of [illegible] about the old fellow and his declaration that he was in Oregon when Mount Hood was a hole in the ground, has long since become a byword. Of course money was scarce in those days and his remark that there was [illegible] enough for the [illegible] will [illegible] in Oregon for many years to come.

After the Mexican war had closed [illegible] half the people in Oregon [illegible] public affairs of Oregon, but there was [illegible] spirit among the people of the [illegible] to let the outside world know there was such a country as Oregon [illegible] In 1847 [illegible] company [illegible] The Oregon Spectator was published at Oregon City [illegible] from 1846 to [illegible]

This year saw Oregon advancing in more ways than one. J C Geer Sr brought out some standard bred Durham cattle direct from Henry Clay's herd at Lexington Ky and Capt [illegible] had a drove of excellent [illegible] John Wilson settled in [illegible] county [illegible] drove over several head of shorthorns and reached the [illegible] pasture of the Willamette without losing a hoof. Luther Savage brought out Old George, by far the most famous of all Oregon's notable stallions in that same year, and from him are descended a family of horses that can not only run and win all the way from 600 yards to a mile but get away with as much later before the plow or in the harvest field as any [illegible] of horses in America. Sheep were driven across that year in large numbers by William Turpin, James Fields, Johnson Mulkey and others who sold them as high as $2 per head on arrival. The same year saw a hive of bees brought over but they were lost soon after arrival. In that year Henderson Luelling laid the foundation of Oregon's prosperity as a fruit producing section by the importation of his [illegible] nursery consisting of apple trees boxed up in earth and hauled all the way in a wagon. The apples from these trees sold in California from 1851 to 185[illegible] for as high as $5 apiece.

In 1849 came the great event which revolutionized the commerce of the civilized world [illegible] the discovery of gold at [illegible] Mill [illegible] in January by James W Marshall. It [illegible] a matter of doubt whether this discovery was of any advantage to Oregon or not. It took away some of the bravest and best men who never returned to her and in that way it may have greatly impaired her progress. But it cannot be denied that California opened a market for Oregon's produce which could not have been had otherwise and made many a thrifty farmer rich. Besides this many Oregonians went down and worked in the mines where they soon amassed fortunes. The same rules which apply to men from other lands [illegible] some saved their earnings, while others squandered their dust as fast as washed out. However it may be the [illegible] of early Oregon have left their impress upon every part of the Pacific coast. Burnett was chosen the first governor of California and was afterward chief justice of the supreme court of that state. Coombs was at one time one of the wealthiest men in California and Reading accumulated a large fortune only to see it slip through his fingers. Williamson made a fortune at Monroeville only to lose it in a contract [illegible] with Carpenter in [illegible] county. Robert R Thompson, who settled at Oregon City in 1846 left here on Friday night to see the last spike driven on the Northern Pacific road. He is now a resident of Alameda county Cal and is supposed to be worth at least two millions of dollars. C C [illegible] who was on the bench here during territorial days resides in San Francisco and is enormously wealthy. Captain John C Ainsworth who lives near Oakland came here in 18[illegible] and is worth nearly as much as Dr Thompson. He is also a guest of the last [illegible] ceremony and to him more than any other man in Oregon living or dead the state of his adoption is indebted for the early completion of this great national enterprise in which are merged the hopes of a great state which so faith [illegible] has triumphed over her fears.

For awhile California outstripped Oregon because she not only produced ten times as much gold from her mines, but also had all the trade of Oregon's mines and grain fields pouring into her lap. The first diversion from this long established system was felt when the southerly town of Roseburg was connected by rail with Portland, and the merchants of the Umpqua and Rogue river valleys began to buy their goods in Portland instead of San Francisco. Hence, it is no special wonder that for years Oregon stood comparatively still while her sister state advanced with giant strides along the path of progress. But underlying all her apparent prosperity the golden state had many serious ills corroding the foundation. First, we may mention the fraudulent land grants of Mexican origin by which many [illegible] out of the [illegible] after having actually bought [illegible] in good faith. Next we may mention that gambling growing out of the discovery of silver ledges in the adjacent state of Nevada but controlled by San Francisco capitalists. These two causes have done more to impoverish the masses in California while Oregon [illegible] happily exempt from either [illegible] to her slow and sure growth [illegible] Then [illegible] of those Spanish [illegible] grants within her borders, and [illegible] God forbid [illegible] the history of Idaho and Nevada is to be repeated in [illegible] land in Oregon [illegible] blockade of [illegible] The title [illegible] people [illegible] government [illegible] the people and the frauds of Limantour, Santillan, Sherreback and Peralta can never be perpetrated within our borders.

The early settlers of Oregon [illegible] long them a man [illegible] endless [illegible] gratitude [illegible] the immigration of 1849 [illegible] R. Thurston [illegible] first delegate to congress [illegible] when the country north of the Columbia [illegible] the [illegible] territory [illegible] Washington was then [illegible] part and parcel of Oregon. While in congress he procured the passage of an act giving 160 acres of land to every white male settler in Oregon and 160 acres more to each white married woman thus enabling man and wife to procure 320 acres free of cost. The idea of getting a farm free of charge proved a great incentive to immigration and the plains were fairly black with people coming to Oregon for a free home. The law was undoubtedly a good one but was in some instances, badly perverted [illegible] men would marry their daughters off at fourteen, [illegible] in order to enable them to get 160 acres of land without regard to their fitness to become wives or mothers of families. This and other abuses caused the repeal of the law in a few years after its passage. Some of the donation claimants and their descendants became [illegible] rich. Capt John H Couch, who came here from Boston in the ship Chenamus as master, took up a donation claim in what is now the [illegible] part of Portland. All his daughters have married well and there is a great deal of wealth among his descendants. [illegible] and D H Lownsdale were also donation claim holders [illegible] Danford Balch who was executed for the murder of his son in law was owner of a donation claim in the northwest part of Portland. All his descendants have been poor [illegible] Of other towns we may mention that Seattle is built upon the donation claims of Arthur Denny, Carson D Boren and Henry L Yesler, Olympia upon the claim of [illegible] Sylvester and [illegible] Percival [illegible] the claims of John Adair and [illegible] Shively, Dayton on the claim of Gen Joel Palmer. But few of the donation claimants are living and still fewer are rich.

The provisional government of the territory was organized in 1845, with George Abernethy as governor who held until the organization of the territory by the act of congress of August 14, 1848. President Polk sent out Gen Joseph Lane who had fought with distinction under Zach Taylor at Buena Vista to be governor of the territory. After Taylor became president he removed Gen Lane and sent out Gov John P Gaines to be governor. William Strong was appointed as one of the judges of the federal court and Gen [illegible] Hamilton (afterwards [illegible] judge of Multnomah) was appointed territorial secretary. These officers left New York January 8 1850 on the United States storeship Supply and arrived in Oregon in the latter part of August of the same year. When Franklin Pierce was elected president in 1852 he appointed Gen Lane to succeed Gov Gaines and [illegible] George L Curry [illegible] came acting governor [illegible] then territorial secretary. From 1853 to 1854 John W Davis was governor until superseded by George L Curry who held over until the admission of the state into the union in 1859. The first governor of Oregon as a state was John Whiteaker of Lane county who has since been in congress and is now [illegible] a life of ease and repose [illegible] Of all the territorial governors [illegible] compare with [illegible] Lane. He [illegible] in the world's history that had long passed by simple and [illegible] Roman history [illegible] roots [illegible] the armies of Rome. An [illegible] honest [illegible] and conscientious man [illegible] He was [illegible] and his [illegible] figure will ever loom [illegible] in Oregon history.

Our cursory narrative in which we have overlooked many things which should have been given to the public must be drawn to a close as we have reached the end of the pioneer days although we believe that [illegible] the name of Oregon prior to the admission of the state into the Union should be eligible to membership in the Oregon Pioneer association. Earnest as we have been in our effort to do justice to the founders of our emerald state we have overlooked a thousand heroes at least. Their dust is mingled with the soil of our beautiful land all the way from [illegible] and in too many instances their graves have been neglected to a degree that is more than reproachful. Oregon is the most American of all the Pacific states [illegible] free from the Spanish blood that overran California and exempt from the Mormon taint of Nevada. So it is no idle [illegible] to call our state the New England of the Pacific. Her magnificent water power alone should entitle her to that distinction. But the vigor of New England's population grew out of the economy which pervades all her society [illegible] and that economy was the result of [illegible] and poverty. So with the pioneers of Oregon who suffered want and privation of every sort and description in their long and weary journeys across the plains and who endured isolation and practiced self denial as part of their daily lives after their arrival here. The discipline of poverty developed a rare and noble type of manhood and its effects will be visible for centuries to come.

A few years more and women will be weeping over the grave of the last Oregon pioneer while strong men, made [illegible] with grief, stand by with heaving breasts and murmur "God rest him." Into his lonely grave will fall the tears of the beautiful and the [illegible] of the brave and the just. The world will never again see such an exodus of population undertaking a similar work. It is not even one of the probabilities in the future of Alaska, for that territory was never so isolated from civilization as was Oregon up to the discovery of gold in California. And for the few years that remain to these men and women who toiled and suffered to bring about the peace and comfort we now enjoy let us show them our gratitude and love. The Oregon of their day is a thing of the past. The transcontinental railroad has annihilated time and space, and at our door stands a train that is composed of cars loaded through from ocean to ocean. A new Oregon springs up today and we must be prepared for it. But even in these busy days of railroad trains, electric lights and other appurtenances of advancing civilization, our minds will revert to the days of the weary march never to be repeated and the snowy covers of the wagons that crossed the plains will endure and abide in our hearts as the snow white memories of America's [illegible]

KNAPP, BURRELL & CO.

There are only two great business [illegible] in Portland that [illegible] Knapp Burrell & Co. The firm has existed for over twenty five years without change [illegible] They are the largest [illegible] in the northwest. They [illegible] agents for [illegible] wagons [illegible] the [illegible] improved mowers [illegible] plows [illegible] engines [illegible] and carry a large and complete line of farming implements [illegible] All of their machinery [illegible] are from the best [illegible] establishments of the east [illegible] the Central Pacific railroad [illegible] Knapp Burrell & Co of Portland, Ore [illegible] the largest shippers over the Central Pacific railroad of any house on the Pacific coast in any line of goods. [illegible] statistics in San Francisco show that Knapp, Burrell & Co are the heaviest shippers by many hundred tons. Their sales and ware rooms are located at the corner of Front and Alder [illegible] extending through to First street and [illegible] occupying the whole of the upper stories of the building. The members of the firm, individually and as a business firm enjoy a high reputation for integrity.

Use Rose Pills.

AMERICAN SCENERY.

The attention that has been given by the English newspapers for some time past to the attractions of our wildest and most romantic scenery of the "Far West" partly accounts for the large number of Englishmen of rank, ability or fortune who have come over here this summer or intend to do so. For instance the London Times of the 16th devotes over three columns of space to a remarkably accurate and unusually vivid description of the natural wonders of California Colorado and the Yellowstone country the last named in particular. The writer says of the fantastic rocks in the "Garden of the Gods" in Colorado that "they cannot be surpassed as curiosities by anything on the earth's surface." He adds:

Even the mountains of Colorado are marvellous, not for their height—though mountains nearly as high as Mont Blanc which Byron deemed a monarch are numbered by the hundred—but for their external appearance. Conspicuous among them if not unique is the Mountain of the Holy Cross. On the slope of this mountain when the summer sun has melted the winter snow is to be seen a huge white cross of an almost perfect form. The snow in the clefts which give shape to the cross never melts. It is not surprising that when Coronado and the pious Spaniards who discovered this part of North America first saw the symbol of their faith represented on his towering mountain slope they fell down and worshipped. Next to the mountains, which form a conspicuous feature in Colorado scenery may be ranked the natural parks. Perhaps no English word as used in North America is more misleading than "park" to English speaking people in other parts of Greater Britain. Happily the French word for meadow has been naturalized so that when we refer to the almost illimitable meadows of the Far West we distinguish them as prairies. By a park is usually meant an area of limited extent in which there is a fine mansion some woodland and possibly a small sheet of water. But he who expects a park in Colorado to resemble a park in England will be as much mistaken as the visitor to Munich when he goes to the so-called English Garden and finds that it resembles a public park in London or Richmond. The smallest of the Colorado parks is Estes, and it is twelve miles long. The North park has an area of 3100 square miles, the Middle park is a thousand miles larger while San Louis park covers 18 000 square miles. It is with the American park as with the lakes. A comparatively small park is as large as a very large English county an American lake is a huge inland sea. For instance Lake Superior covers as much of the earth's surface as England. When speaking or writing about lakes or parks in North America it is necessary then to abandon preconceived opinions and to assign a different meaning to the words. This is specially true of one of the latest additions to the list of natural wonders on the North American continent. Among all those of which we have made a brief reference and others for which space does not even admit of a passing notice none can be singled out as more noteworthy and marvelous than the Yellowstone National park.

HOW TO PROPOSE

What the Ladies Have to Say Concerning It.

Louisville Courier-Journal

A bright eyed girl who is a skillful angler for hearts thinks a young man to be successful, should propose after a very short acquaintance—take the girl by storm as it were while she is pleased with a new beau, and before she has time to tire of him, then follow the proposal up with vigorous courtship lots of flowers and bon bons drives, theatres, parties etc and if she consents insist upon a short engagement by all means.

Another well known blonde beauty who has created sad havoc and had much experience in this line, says the only successful way to propose is when least expected. Allow no time for consideration and insist that the acceptance must be "now or never." She feels sure that is the only way she will ever be captured but she thinks very few men are bold enough to try that game.

A handsome young widow well known in society circles who is not so rich as she was says that the only successful way to win her is to offer a fine house horses and carriages, with plenty of money to keep them up.

A dark eyed girl with a tangle of soft brown hair shading her brow says "If a fellow is desperately in love with a girl and is persistent in his efforts to win her he is sure to gain his suit. Widowers understand this point and know exactly how to move, love and propose and you will observe they are always successful." She knows of one case where a widower went in and hung up his hat announcing his intention of remaining till he was accepted, and the girl had to marry him to get rid of him. A widower beau makes her nervous about the result.

One sweet dreamy eyed girl who is just on the threshold of society says: "Love-making must be so sweet that she would wish her lover a long time making the approaches and she would not shorten the delights of an engagement. If they tire of each other it would be better before than after marriage. She is not particular as to his style but he must be tall and handsome and sing and dance well and above all he must know how to make love. This engagement must be kept a secret."

One society belle who has spent several seasons in the field says she will give a man all the time he wants to make up his mind to begin the siege but when he does begin he must go straight through without showing the white feather. She detests shilly shally, it only gets one wrought up for the fray, nothing is accomplished and it requires all one's nerve in force to endure a campaign of this sort to say nothing of the mortification of several defeats.

A handsome, youthful looking matron the mother of two charming daughters sufficiently endowed with this world's goods gives it as her opinion that the young man should by all means make his proposition first to the mother produce his pedigree and bank account for inspection then, if his personal appearance and good common sense are also approved he may be turned over to the young lady. His intentions having been declared the love making may begin.

The daughter says: "Mamma is all wrong. I would not marry a man who went around in that cold blooded manner. I do not want anybody to examine my bank account before they make up their mind to fall in love with me and as to pedigree our common grandfather I am told was a monkey. I am tired of this kind of business and if he does not propose to me because he is afraid of mamma I will propose to him. Why shouldn't girls have the privilege?"

THE NEWSPAPER STATESMEN

A Correspondent Busily Engaged in Annexing British Columbia.

Yellowstone Park Corr Chicago Tribune

The Tribune has already chronicled one important political object of the presidential tour relating to the Indian question. There is another significant object of the journey which the correspondent has learned since arrival here from a man in the best position to know that there has been some agitation of late looking to the annexation of the state of Chihuahua, Mexico. While there are certain railways interested in such annexation the powers that be comprising the executive, together with the army and most prominent politicians are opposed to the movement. General Sherman recently said that the United States ought to have another war with Mexico. When asked why he replied "To make em take back this —— country we bought of em." The administration is not looking south but north toward British Columbia with its vast grain fields its exhaustless supplies of coal pine gold silver and minerals. It is whispered here that Mr Arthur is interested in this acquisition and before long British Columbia will quietly fall into our possession. Both the powers of the Canadian and Northern Pacific are straining every nerve for such a result. It is claimed that Americans are financially interested in the former road and that the Englishmen associated with them are so greedy to make money that they are willing to see the British flag cease to float over the Dominion so that its productions may pass freely into our market without the impositions of customs and delay. Further it is claimed that the Englishmen are quietly working up a sentiment at home for such a transfer of the dominion impressing the idea that Great Britain can only afford to foster the grain fields of India. These two roads, it is claimed will pull together and construct a great harbor at Puget sound, with a Pacific line of steamships to China Japan, the Pacific American coast, and the Oceanic isles. There they will have the finest harbors in the world and will make Chicago the head center for the receipt of the productions on the one side and of supply of exports on the other.

This grand scheme of annexation is said to have been already under cabinet discussion, and while the president is silent, as usual yet his visit in this part of the country will enable him to quietly look over the ground to substantiate somewhat the brilliant future already pictured to him in glowing terms. In this great railway scheme San Francisco is to be thrown in the shade and Portland is to be pushed for the metropolis of the Pacific coast. Portland is to be made the great northwestern city tributary to Chicago to collect the products of North Columbia, since the prefix "British" is to be dispensed with, Oregon and Washington territory. When the Canadian Pacific is completed it will be given its share of the patronage. The Central Pacific has already been taken into the scheme, conditionally. It will not be permitted to dictate any terms, but it has been allowed to build one line of road from San Francisco to Portland of which the Oregon Central is the completed half. It therefore gets a share of the business which is to be developed from Portland in consideration of agreeing not to disturb the connections of the upper Pacific lines. It is now conceded on all sides by the politicians and capitalists so plentifully swarming this part of the country that British Columbia will be the richest acquisition to the United States yet made. The southern acquisitions are maligned as the most expensive and useless luxuries a country ever indulged in. What return, it is asked have New Mexico and Arizona made on their cash cost except bloodshed murder Indian massacres, pillage cowboys lynch law crime and all manner of terrorism?

The president is said to have a level head in this matter and his deaf ear toward the south and his open eye toward the north are regarded with approval.

A TOO TRUE TALE.

Bon Ton to be is our pride
On Alder street we do reside
Yet to try us as every one knows
'Tis to fail to have good fitting clothes
Come the contra we submit
Never to furnish an ugly fit
Tailors who can guarantee
And never fail they are we
If you want good satisfaction,
List not to the least detraction
If your work from man or woman
[illegible] keeps his business booming
So come from morn till evening's gloaming
Bon Ton tailors, 13 Alder street, Greene's new building between Front and First

"In a nutshell." "Yes" said the reporter, "I always carry my copy in my hat." "I see," replied Fogg "news in a nutshell."—*Boston Transcript.*

Brown
Chefory
B Connell
E N Chaney
Father Dennis
Mrs E Francois
E D Jud
Dick Williams
Ida Brown
T Allard
H Bersbury
R Smiley
M Coulter
Mrs Ludwig
Mrs & Tillyer & son
K Kessler
B Kennedy
M Iocani
L Solomon

Dr. Benson's Celery and Chamomile Pills are worth their weight in gold in nervous and sick headache.—Dr. H. H. Schlichter of Baltimore.

Or Imp stock	[illegible]	Lake Shore	101
Or Imp bonds	[illegible]	New York Central	114
O R & N stock	[illegible]	Erie	31

EVERDING & FARRELL,
DEALERS IN ALL KINDS
Feed, Provisions, Shingles, Grain Sacks, etc. etc.
Front and Alder streets, Portland.

and in fact almost all diseases frail Nature is heir to Have been cured by Hop Bitters, proof of which can be found in every neighborhood in the known world.

Use Rose Pills.

r is heated by a system of about laid under the floor, and will ators and all the modern arge pipe and tile The large boiler one 40-horse power achine and a large steam press g dies that will make pipe up to r The company design to make he line of coarse pottery roofing tile etc They have k of sewer pipe The company s in the procession o 1 the 11th.

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e Lad Who Had the Stuff in Him.

Youth s Compan ion

own American edito recently il he had left as a boy thirty years mposition day he writes, another was read I could hardly lf that a day had passed, and classmates a read the same stilted periods of ne, 'The Triumphs of Genius, Future of America and the precisely the same sentiments fairy dells and c imson lad hispered the old dominie to ear the clever boy of the school at career for this lad position was on the ' Indian rade,' or some other profound was impossible that a boy of uld have a theory or argument which he had heard ced with a flood of high-sounding . ' The career said the editor er such a boy would be that of ll make his trade on the

boy a quiet round-faced lad form and read a description of a poultry yard of his own, s on the habits food and ds he knew The little paper cts, and he showed a keen and a dry humor the lad who has stuff in him ght I said to the dominie.

TLAND'S OYSTERMAN.

Keith's Popular Establishment

oying the last spike festivities hat Matt Keith has made aish the public with all the need His popular establishment corner of First and Oak ed the reputation of h of oysters and no wonder for oroughly devoted to his t a thing that is worth doing well He studies his business erer in the oyster line lates the oyster in every style oduces the most delicious dishes so trained that the manner sfactory He always has also Olympia and Shoalwater quantity Besides his wholesale business, onsiderably lower than s to Portland should not fail establishment if in want He furnishes all dishes patrons always find his ged and scrupulously neat

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A SUMMER THOUGHT

he cradle, rocking rocking,
nt, peaceful to and fro
mother s sweet look
he little face below—
the green earth swinging,
ss, noiseless safe and low,
he light of God s face
n and watching us below.

feeble babes that suffer,
and cry, and will not rest,
n ones the tender mother
ds the closest loves the best—
n we are weak and wretched
ur sins weighed down,
t is that God s great patience
s us closest loves us best.

ESSIVE MANUFACTU TABLISHMENT.

sh house in Portland of tished several years ago, titutions of the northwest. and 202 First street machinery, embracing mong which are the der, Ketchum wagon, nder, Morrison plow uckeye broadcast seeder machinery and implements nd buyers will find & Co one of reliability ods energetic in all d assistants in Portland trustworthiness

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a Boston minister in his en of Israel were repeatedly

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was still uncertain whether a road could be made through the hills to the Willamette valley and Tualatin plains but "nothing ventured nothing gained" was Mr Pettygrove's motto and taking this consideration Overton's offer was accepted All the business of the country was then conducted on the barter and swap plan, there being no actual money in the country and so for fifty dollars in store plunder, the ground where Portland now stands, or that part of it extending one mile south from Stark street and one mile west from the river was sold to Pettygrove & Lovejoy

The first effort of Messrs Pettygrove & Lovejoy after securing the Overton tract was to explore the country west and south of it with reference to opening a road to connect it with the farming settlements of the Tualatin plains For this work a surveyor named Thomas Brown, a member of the immigration of that year—1843—was engaged. He spent several weeks in spying out the rough and wooded country between the claim and the plains, and reported that he had found a route leading almost due west from the Overton place to Walker's prairie, a distance of 11¼ miles and that a passable wagon road could be made through it for about $2000 Undaunted by this estimate, something great in proportion to the scanty business of that early day, Pettygrove set Brown to work building the road early in the spring of 1844 and it was completed during the summer of the same year It struck out into tall timber from what is now the corner of First and Morrison streets and entered the gulch of Tanner's creek through what is now the grounds of Mr Jacob Kamm residence, thence south to where the Canyon Garden is now, and out through the canyon westward, over the present route The cost of building this road was $1800, and this sum Pettygrove paid from his private resources not calling on the settlers for a single dollar Upon its completion he built a log house where the Esmond hotel now stands and opened it as a store, and the following year 1845 unloaded three ships in the river opposite his place.

Much of the valley and plains trade was at once diverted from Oregon City to Portland as the new town was called The distance was shorter and the road was better. The place sprang at once into a considerable town and its growth has been continuous to this day Portland received its name in this way Pettygrove, a native of Maine wanted to compliment the metropolis of that state by giving it a namesake For the same reason Lovejoy wanted to name the new town Boston It was finally decided to leave the matter to fate by tossing the single American coin in their possession—an old red cent It was agreed that he who should throw the most heads in three tries should name the town Lovejoy threw first and the copper came down "tails" two, "heads" one. Pettygrove then tossed the coin It first came "heads," and again "heads," and so we live in Portland instead of Boston

It will be seen that the men who founded Portland understood that they were building for the future. Their careful inquiries as to its situation shows forethought while the outlay in opening the road to Walker's prairie, an undertaking as great then as the building of a railroad throughout the length of the Willamette valley would be now shows a remarkable spirit of enterprise. It was this road which gave Portland the great advantage over its rivals of Oregon City Linn City Milwaukie Oswego and Linton For nearly a quarter of a century—from 1844 till 1869—the "Canyon road" was the funnel through which Portland sent out merchandise to the whole of western Oregon and through which in return it received its produce and general business It was an artery of business as great and important, in proportion to the day of small things, as the Northern Pacific railroad will be to the dawning day of greater things

It is pleasant to reflect that the man who planted the first cabin in the wilderness of the Willamette lives to see the results of his enterprise Mr Frank W Pettygrove, the active partner in the firm of Pettygrove & Lovejoy is with us to-day in perfect vigor of mind and body The declining health of his family caused his removal about twenty years ago to Puget Sound, where he founded the city of Port Townsend in which he lives an honored citizen. His hope now is to live long enough to see these cities connected by railroad He says, "You'll see it young man, mark old Frank's word. You'll see it in a few years"

The village had now about 100 inhabitan and a call was issued for a convention to elect trustees and provide for the erection of a meeting house In due time the modest structure arose and it served in the triple capacity of church school house and temple of Themis The winter was a severe one snow fell to the depth of two feet and the river was full of floating ice A disastrous freshet also carried away valuable property at Oregon City and on the Clackamas

The year passed out and 1850 was enthroned with brighter promise The prices of wheat flour lumber, fruit and vegetables went up to fabulous figures in San Francisco and Oregon began to reap a splendid harvest from her fertile soil By-and by, too the miners began to return They were not much to look at—tanned, tattered, unkempt may be but under their frowzy gabardines was a complete mail of money belts and they were just as good as gold Business revived and enterprise got upon its legs Messrs Lownsdale Chapman and Coffin completed the survey of the claim in town lots and hired a draughtsman named Brady to plat it. Then, also as Portland property was looking up Capt. John H Couch had his squatter claim north of and adjoining the Overton claim surveyed in blocks and lots There was a general awakening of energy and enthusiasm Couch & Co dispatched the brig Emma Preston to China, and the pioneer steamboat of Oregon, the Lot Whitcomb was launched at Milwaukie on Christmas day The first vessel built in the country was the little schooner Dolly the frame of which was brought out in the ill fated Tonquin

Also in this aspiring year of 1850 came to Portland the sibyl of modern civilization—the newspaper press Milwaukee already had her *Western Star*, and Oregon City bearded her rivals with the *Oregon Spectator* Portland feeling that she was not born to blush unseen had long chafed at her wingless state but relief was at hand and the sharp clash of the editorial scissors the dry crackle of the editorial conscience and the musical click click of the types soon mingled with the laugh of the winning politician and the desultory war whoop of the unbridled young Oregonian at the future seat of commercial power It was some time in October that a press was shipped from San Francisco on the bark Keoka but head winds prevailed and the vessel did not reach Portland until the following month December 4th the WEEKLY OREGONIAN T J Dryer editor and proprietor made its appearance leaping into the political arena full armed a literary Pallas—and the oracles of the gods were open for business Portland no longer needed a swift and powerful champion—nor has she from that day to this There are some racy things in the first number of the OREGONIAN, as for instance purposing to lay a solid foundation for future prosperity the editor throws out a general compliment calling the attention of Milwaukie Oregon City and the rest of the world to the beautiful white paint on the outside of the houses at Portland and the solid chunks of virtue inside of the citizens The OREGONIAN was vigorously edited and was whig in politics The advertising columns of the initial numbers show that it was generously supported from the beginning In those days society in the technical gilt-edged sense had not been rooted in All neighborly intercourse was conducted on the principles of pure democracy and one man was as good as another if not better There was no Beacon street or West End and a premeditated kid glove would have been a declaration of war

Little occasions loomed up portentously in the simplicity of the time St John's day 1820 was complimented by a celebration which the Franco-American reporter of the daily press would call a recherche affair The festivities were under the auspices of the Masonic fraternity and the old hall in a wilderness of trees and stumps was the place of assembly A military band from Vancouver furnished the music and T J Dryer editor of THE OREGONIAN delivered a spirited oration In the evening there was a royal spread at the California house on First street followed by terpsichorean delectations until the gray of dawn

At this time also the first cloud of title arose In the spring Mr. Lownsdale had been notified by Ben Stark Esq who had returned from the Atlantic states to San Francisco that in the transfer of the Portland claim from Pettygrove to Lownsdale his (Stark's) rights had

the American Fourth with the rollicking *esprit* of the Seventeenth of Ireland The arrival of the steamer was announced by the firing of an ancient culverin mounted on the dock Sometimes it went off spontaneously in the middle of the night and the whole town tumbled out of bed to bow the bitter end of a bad joke The Columbia continued several years in this service and was afterward burned in the China seas Her captain Dall was an able seaman and stood high in the esteem of all with whom he came in contact

The election for delegate to congress took place in June In Portland General Lane received 160 votes and Mr Wilson 64 This would indicate a total population of about 11 000

During June the brig Amazon from Whampoa, China arrived at the Portland docks the courier avant of commerce with the ancient empire

In the fall of 1851 the citizens of Portland aided by the people of Washington county at large undertook to construct a plank road to Tualatin Plains Work was begun in the canyon leading through the hills southwest of the city and the first plank was laid by Stephen Coffin, in the midst of an admiring multitude who greeted the plash of that devoted board in the soft mud with a perfect hurricane of applause. History does not state whether that road ever reached the Tualatins or not—if it did it went on for it was never seen again in the city of its birth

The Fourth of July 1851 was quaintly celebrated in the city First street was then out in the woods and Second street was a dark continent The people assembled at the Methodist church down in the brush and marched to the Congregational church up in the brush and there paid the usual honors to the natal day of the republic The procession led by the redoubtable Father Wilbur was composed mostly of Sunday school children and there is a touch of pathos in the remembrance of it now when we consider the toils and sorrows of the Oregon pioneers and the growth and greatness of the country since A solitary banner borne by a fair haired girl displayed the somewhat indefinite legend virtue. Portlanders should have preserved the banner; they are liable to forget the orthography of the inscription

Glancing over a copy of the weekly OREGONIAN bearing date June 7, 1851 we notice that it contains London news dated April 3 and dispatches from Washington of April 19 Even the advertising columns of this sear and yellow leaf are interesting From them we see that the Columbia hotel corner of Front and Washington kept by Orlando McKnight was open for the accommodation of the public also the Warren house on Front street presided over by C S Hale Z H Webber and A B Hallock were carpenters and ship-builders There were three express companies—Todd's Adams & Co s and Gregory s Sam E May afterward secretary of state was the agent of Adams & Co's Couch & Co were bankers and wholesale and retail merchants Ad and Lew Starr dealt in stoves and tinware on south east corner of Stark and Front, H W Corbett corner Front and Oak general merchandise Robert Thompson groceries The following were commission merchants S C Norton Coffin Bounel & Co Strubrick Norris & Co D C Colman Cap Flanders and W S Ogden

United States court was then held in the old Odd Fellows temple O C Pratt was judge and Joe Meek was marshal The courtly and majestic demeanor of Pratt must have been displayed in *alto relievo* against the bluff broad shouldered naturalness of old Joe Meek the famous scout of the Rocky mountains and the wildest west In that dim and narrow hall of justice the following attorneys hung up their hats W W Chapman Amory Holbrook Hamilton and Stark, Simon B. Marye Waterman of the *Times* Alex Campbell and Dave Logan

The municipal election of April 1852 resulted in the choice of Allison C Bonnell for mayor and S S Slater recorder The second mayor of Portland was born near Chatham Morris county New Jersey, in 1801 His father was a soldier of the revolution In 1848 he was engaged in mercantile pursuits in Cincinnati but the tidal wave of popular excitement bore him away to San Francisco, where he landed November 1, 1849 He was recorder and clerk to Geary's administration until August,

Its chief characteristic was that it called a spade a spade—sometimes two spades—and evinced a constant inclination to doubt the respectability of its ancestors

Here in the very first number of the file for 1850 we notice that the democratic party is called a corral of piebald politicians and the editor of one of the opposition papers Alonzo the brave Alonzo the proud Alonzo of the *Stand hard!* Alonzo the *rat!* is regaled with a flight of derogatory epithets that would make a Billingsgate fishwoman give away her stock in trade and retire to the peaceful haunts of a deaf and dumb asylum There were three papers published in town then THE OREGONIAN the *Standard* by Alonzo Leland and the *Times* by Judge Waterman—and the way the live thunder leapt around that triangle was flattering to the religion of those who insist on an orthodox hades It seems there was an accidental governor at that time Says the OREGONIAN We have not learned whether his ascendency will send a message or a proclamation to the legislature Mock turtle is cheap now a days But here is something that has the unique flavor of the country's youth Under the head of An important decision the editor recommends to the consideration of his readers the decision of Chief Justice Williams in the United States district court that the squaw wife of a white settler is entitled to half of the donation claim—the same as a white wife In the same number under a dashing cut of the steamer Columbia we find eastern and European dispatches two months old—to the effect that the remains of the Sir John Franklin party have been found—thirty bodies in all—and also that there has been an abolition riot in Worcester Massachusetts These items are followed by an account of a lump of gold found in Calaveras county Cal which weighed 161 pounds and was worth $38 016 Referring to the legislative proceedings the editor observes with surprise that Mr Crandall, of Marion county, moved as an amendment to a motion to invite the various clergymen in the capital to open the legislature with prayer that no clergyman should be invited who was in favor of the Maine liquor law! On the 22d day of December 1851 the landing of the pilgrim fathers was celebrated with patriotic fervor There was a bannered procession a salute of guns and a storm of local eloquence It would take a legal subpoena and a tender of fees to bring a Portland crowd out for such an occasion now Charles Hutchins makes the first shipment of leather an invoice of $2030 worth to San Francisco A fight is made against the proposition to divide the county and it is editorially stigmatized as a Durham outrage This Durham faction is often referred to and we find that it was the wing of the democracy led by Judge Pratt The name originated thus The judge bought a cow of a man named Durham who lived a few miles below Oregon City This animal he afterwards sold to a tender hearted stranger as a Durham—or rather *the* Durham cow—realizing a good profit as blooded cows were rare in Oregon at that time The *viva voce* law of voting which passed the legislature that winter is strongly condemned There is a spirited account of the wreck of the steamer Southerner in an issue of January The Southerner had been dispatched from San Francisco to Portland in lieu of the Columbia temporarily disabled She encountered stormy weather her machinery gave way and on December 26 her captain F. A Sampson beached her on the coast fifty miles south of Cape Flattery A daring sailor carried a line ashore and the passengers and crew numbering fifty three souls were saved With sails that had with great difficulty been rescued from the wreck, a rude shelter was erected and the party spent the holidays on short fare and in romantic proximity to the raging sea Capt. Sampson finally reached Olympia in an open boat and brought the steamer Major Tompkins to the rescue of *les miserables* A Mrs Barnum of Linn county one of the passengers, is mentioned as having displayed great heroism on the occasion, cheering her faint-hearted companions and ministering to their comfort in many ways A grist of Oregon laws printed on the Atlantic side, was aboard Owing to their cost these laws must have had some of the characteristics of precious minerals, and undoubtedly went to the bottom

May 17 1856 the celebrated humorist Lieutenant Derby of the U S engineer corps arrived in Portland to superintend the building of the military road around the Cascades on the Washington territory side On the very day of his arrival the renowned race between Stewart's and Atkins's cayuses took place on the Clatawa track near town and furnished the lieutenant with one of the richest themes in his mirthful Phoenixiana Col Jeems Pipes of Pipesville Mr S C Massett another celebrity gave a reading and concert in the town hall in the evening of August 2 and as the pipe states captivated his audience But we must drop these interesting files and pass on

The Indian troubles of 1855 6 retarded the growth of the city to some extent but it soon recovered from the shock and resumed its career of social culture and commercial power The first water mains were laid in 1856 and gas was introduced in the following year The Portland *Daily News* A B. English & Co publishers and proprietors, blossomed with the April violets in 1859 and being too good for this world was promptly sainted. Close upon the funeral of the *News* came the institution of the *Oregon Advertiser*, by Alonzo Leland which lived until 1862 when its plant was transferred to a new paper the *Evening Commercial*. The *Daily Times* appeared Dec 19th 1860, and the first number of THE DAILY OREGONIAN, owned and published by Henry L Pittock Feb 4th 1861

A darker incident marked the year A man named Balch lay in wait at the Stark street ferry landing and shot his son-in law dead as he landed from the boat. Balch was tried and hung at the old court house on the corner of Front and Salmon streets the first fruit of the gallows in the community Mistaking the nature of the occasion and probably regarding it as something akin to a *fete champetre* the whole family appeared at the final scene in holiday attire The reference to the ferry in the last paragraph reminds us that it was then propelled by mule power Since then an attempt has been made to run courts and legislatures by the same motion with indifferent success The great freshet which did and waste to farms and villages along the shores of the Willamette in the winter of 1861 2, swept away a number of wharves at the city front and materially damaging a vast amount of other property The June rise of the Columbia following was almost equally disastrous inundating the lower part of the city and leaving destruction in its wake But nothing could stay the marching fortunes of the Overton claim In 1865–6 the flush times heralded by the discovery of the northern mines gave a tremendous impulse to its fruitful energies Publicans fattened and merchants waxed strong as the great concourse of miners poured back and fourth A cash of deviltry was then thrown into the street life of Portland and many of the wildest characteristics of the typical mining town flourished here exuberantly With the augmentation of commerce the fleet of sailers and river and ocean steamers doing the transportation business of the city constantly increased, wharves were extended costly and capacious commercial buildings were built, and beautiful residences arose In 1867 the value of produce shipped was $2,462 793, treasure $4,001 000

In 1867 the first railroad talk began and on the 16th day of April 1868, the Oregon Central railway company east side, broke ground at a point near the south line of J B Stevens land claim in East Portland and the celebration of the Eleusinian mysteries could not have attracted a more ardent and joyous throng than that which assembled to witness the first turning of the turf for the track of the iron horse Thousands were present the cavalry band from Vancouver furnished music the fire department and militia companies were out in full uniform, beauty flashed approval and eloquence soared into ecstacy An orator holding in his hand the shovel furnished for the occasion by Mr S M Smith, remarked that it was wholly of Oregon manufacture even to the oil on the handle and that the silver plate on which the inscription was engraved was a product of the Santiam mines Hon. J R. Moores, president of the company, then took the shovel and descending from the speaker's platform amid the deafening cheers of the assemblage struck the first blow for the enterprise Judge Upton was orator

There has been no time in Portland since 185 that there have not been several houses who procured their stock in the east still, when the California excitement was at its height the over shipment of goods to San Francisco often occasioned a glut of merchandise there and it was no unusual thing that Portland merchants could buy in San Francisco at prices much lower than their importing neighbors could lay them down at, and this fact tended greatly to bring about the condition of things that made San Francisco so long a favorite market for Portland dealers

The late Wm S. Caldwell for several years before his death intended to write his recollections of the early history of shipping and commerce between the eastern states and Oregon, and went so far as to put on paper a rough memorandum of facts to be revised and elaborated for publication His long residence in Oregon and familiar acquaintance with many of the people engaged in these enterprises are guarantees for the accuracy of his statements. The memorandum mentioned, found among his papers after his death is kindly placed at our disposal by his widow The memorandum is not dated but presumably was written shortly before Mr Caldwell's death which occurred in May of last year

Although not a member of the Oregon Pioneer association I have always felt a deep interest in its history that it would have afforded me great pleasure, had other duties permitted to have listened to the excellent speeches made by Judge Deady and Gen Nesmith at the late reunion of the Pioneers. It has appeared to me that one branch of the history of Oregon, viz: its trade with the Atlantic states has not received as yet half the attention the importance of the subject would seem to demand [illegible] future historian to make up a complete history. Agreeing with Gen Nesmith that it is then evidently a duty we owe to posterity, as the second article of your constitution has it to collect from living witnesses such facts relating to the Pioneers and history of the territory of Oregon as the association may deem worthy of preservation, allow me to present a few facts which came to my knowledge prior to my arrival in Oregon March 7, 1850 relative to the part taken by [illegible] the town down east as a New Yorker once called it in developing trade with Oregon I refer to Newburyport Mass I quote from Judge Deady's address "The year 1842 witnessed the first successful attempt at independent trade in Oregon In July Capt. John H Couch brought the ship Chenamus into the Willamette river with a cargo of goods from Boston, which he placed on sale at Willamette falls. Prior to this event the company (Hudson Bay) and mission had a monopoly of the [illegible] business in Oregon"

In this matter the honorable judge has been misinformed Passing over the voyages of Grey Kent, the ship sent by [illegible] Brothers at an early date and confining myself solely to the vessels sent out from Newburyport, or commanded by her sons, I find that between 1830 and 1840, among the ships in what was then known as the "Northwest coast trade" a term applied to vessels trading along the coast from San Diego to Kamschatka, including the Sandwich islands were the Massachusetts Capt. David Wood, and [illegible] Capt. John H Spalding the latter belonging to a family noted for producing several eminent divines, and [illegible] a noted Christian gentleman killed about a year since by a fall from a carriage. These ships I believe, sailed from New York, and, if I mistake not some of our early missionaries were passengers on them, at least to the islands In the year 18[illegible], Capt. John N Cushing, who was the owner of a large fleet of ships known in every port in the South and in Europe by their [illegible] and large carrying capacity, conceived the idea of sending a vessel to the Columbia river on a trading and fishing voyage, probably from information obtained through his son Caleb, then a member of congress and now United States minister at the court of Spain. The shipping business was in a depressed condition and a large number of [illegible] and mates were at home "on half pay." Cushing proposed to a number of the latter that a voyage be undertaken by them, and the [illegible] the fishermen in "that region" on shares. The plan was agreed upon and the brig Mary and [illegible] chased the parties interested [illegible] were Capt. John [illegible] Phillip and John N, Jr

Henry Johnson and the following composed her crew John H Couch, George [illegible] Johnson, Wm. P Bartlett, Wm E. Kilbourne Dan [illegible] Moody G W Le Breton, Wm Benrick and one or two others including a cook and a young man named Gilman, who will be remembered by some of the old residents of Oregon City The officers were selected from the [illegible] named Couch, captain, Johnson, first mate Bartlett, second mate, and Le Breton was a sort of supernumerary, possessed of a fair education who was allowed to join the expedition in the hope that it might prove a lasting [illegible] He was [illegible] under the first provisional government, and was killed in an Indian fight at Oregon City about 1843 or 1845, an ignoble end of what might have been a brilliant and useful career. Benrick [illegible] and remained in Oregon until his death about the year 18[illegible] The vessel made a voyage [illegible] returning in the spring of [illegible] via the [illegible] islands with a cargo of salmon, furs and oil.

white pine lumber

The influence of the railroads built by Ben Holladay into the Willamette valley began to effect the business of Portland in about 1870. The grain farms of the valley began to yield a great surplus of wheat which attracted the attention of European merchants and direct shipment to England began on a large scale Once started, this business grew rapidly, till in 1876 nearly a hundred ships laden with wheat or flour were dispatched to Europe from Portland As business grew the city grew, not in an extravagant and speculative sense, but steadily and in proportion to legitimate demands

So little care has been exercised in preserving the business records of the city that it will require long-continued research to weave a continuous story of Portland's growth The files of THE OREGONIAN contain the facts so that they are available when the future historian of Oregon may want them, but they are so buried in the great grist of daily news that it will be a prodigious task to separate the grain from the chaff In 1880 the population of the city was set down at 17 578 by the census, but a school enumeration made with much greater care raised the number to 19 000 and these figures are doubtless about correct In 1879 Portland shipped 1,932 090 ctls of wheat, valued at $3,611 214 209,098 bbls of flour valued at $1,143 523, and general produce worth $2 000 000 more. During the same year buildings costing $1,162 700 were built in Portland. In 1880 nearly $1 000 000 was added to the permanent wealth of the city by building and $250,000 was spent on street improvements.

In the latter part of 1880 and early in 1881 the city began to feel the thrill of new life The Northern Pacific railroad which for so many years had been hoped for and looked for, was building in earnest with Portland as its natural objective point. Still there was great uncertainty as to the purpose of its managers When at last it became known that the future of the city so far as it was in the hands of the railroad companies was assured the effect on real estate was magical Values advanced at once from 20 to 200 per cent, and sales were active The greatest advance was in suburban property, whose values were many times multiplied This healthy condition in real estate has continued to the present time. The suburban boom has to a great extent subsided, as the purchasers were mostly people who bought for homes, and about all who are able to buy are supplied; but the value of business property is still advancing A corner lot in the business heart of the city sold a few days ago at the rate of $400,000 for a block of 200 feet square, and other sales proportionately high have occurred during the past few months.

The year 1882 was the one of greatest prosperity for Oregon and for Portland. During that year 642 buildings were erected in Portland and its suburbs, valued at $2,977,800. Of this amount over $2,000,000 was expended for business and industrial buildings alone, while the dwellings, 459 in number, added nearly a million dollars more to the wealth of the city. Our manufacturing establishments, with the assistance of 4178 busy hands, turned out a product of $7,[illegible], an increase over the census return of 1880 of $4,[illegible]. Of this amount our sawmills produced over $1,[illegible] worth and our iron works $[illegible]. The wood and iron industries together produced nearly one-half of the total value of manufactured work, and indicate clearly what powerful adjuncts they will become in a few years to the industrial development of the city. The power of the press is shown by the employment of over 200 hands and a product of $475,000, ranking third in the list. Furniture comes next with $420,000, followed by the planing mills with a product of $[illegible]. The entire exhibit is a gratifying one, indicating, as it does, that Portland is laying her foundations for future supremacy broad and deep. It is to our manufacturing development that we must look for permanence more than to any other one branch of industry, and no one can look at the figures presented this morning without feeling a glow of satisfaction at their portent. Our commercial statistics afford a like theme for congratulation. During 1882 the trade of this city increased fully 25 per cent. in

Concluded on sixth page.

The Daily Oregonian.

SUNDAY MORNING, SEPT. 9, 1883.

This number of THE OREGONIAN *is issued in place of the Sunday edition, for a special occasion, to record the completion of the Northern Pacific Railroad, and to furnish a history of the road, a map of the country, and descriptive matter pertaining to the great enterprise. The present number is furnished to all subscribers to the* DAILY MORNING OREGONIAN.

ST PAUL TO PORTLAND.

The Country Traversed by the Northern Pacific Railroad.

A REGION OF SURPASSING RICHNESS.

Descriptive Sketch of Cities along the Route.

THE GREAT YELLOWSTONE VALLEY.

Information for the Tourist, the Man of Business, the Statesman and the Student.

The Northern Pacific Railroad and the railroad systems with which it is in direct connection are developing in whole or in part no less than seven of the largest states and territories, namely, Wisconsin, Minnesota, Dakota, Montana, Idaho, Washington and Oregon. Or, at a rough estimate, one-sixth of the area of the United States. The distance between the extreme eastern and western termini of the main line on Lake Superior and Puget Sound, inclusive of 210 miles of railroad along the Columbia river, which belong to the allied Oregon Railway and Navigation Company, is 2,168 miles. The Northern Pacific Railroad is connected with the cities of St. Paul and Minneapolis by a lateral line 136 miles in length. It has also various other branches, including one to Yellowstone National Park, which represents a total of 700 miles of track. In addition to these branches, the trunk line has for its immediate tributaries the extensive systems of the Oregon Railway and Navigation Company in Oregon and Washington territory, and the Oregon and California railroad in Western Oregon.

This great system of allied railroads has opened to settlement during the past few years one of the fairest sections of the country—a region exceeded by no other part of the United States in its wealth of natural resources, nor surpassed in any of the conditions of climate or of soil which are best adapted to the well being of the human race. The great northwest has already become famous for the prodigality of its cereal productions; the salubrity of its climate is an accepted fact; the extent and variety of its mineral deposits and the value of its grand forests are everywhere acknowledged, while the marked diversity and extraordinary attraction of its scenery are recognized as not the least prominent of its features. Now, that the Northern Pacific railroad is finished, the inviting regions of the great northwest are made easy of access, and the tide of travel will flow naturally with a strong current through this new and pleasant channel. In commemoration of the driving of the last spike of the railroad, we present our readers to-day a descriptive sketch of the salient features of this new transcontinental route, giving some account of the chief cities, towns and places along the line of the railroads, together with facts bearing upon the natural resources of the country which is traversed.

From the head of Lake Superior west 150 miles and west from Superior City along the Wisconsin division of the Northern Pacific railroad, a country of great forest wealth is traversed. The pine lands in Minnesota extend north of the line of the railroad over 100 miles and cover an area of over 20,000 square miles.

ST. PAUL.

This city, the capital of Minnesota, is picturesquely situated upon a succession of four terraces, which rise in gradation from the river. The first is the low bottom which forms the levee. This was formerly subject to overflow, but it has been raised above high water mark and is now a very valuable property, occupied by warehouses, railroad tracks, the union depot and business offices. On the second and third terraces the principal part of the city is established. The second terrace, which is about ninety feet above the river, is also devoted to business, and is thickly studded with fine blocks of buildings. Some of these are so commandingly situated on the high bluffs which overhang the Mississippi as to be visible a long distance up and down the stream, giving the city an imposing architectural appearance as it is approached by rail or river. The third terrace, very little higher than the second, widens out into a broad plateau, upon which stands most of the residence portion of the city.

These upper terraces are on a foundation of blue limestone rock from twelve to twenty feet in thickness, which forms an excellent building material. Beneath this stratum is a bed of friable sandstone of unknown depth, which is easily tunneled, and through which all the sewers have been excavated. The fourth or highest terrace is a semi-circular range of hills enclosing the main portion of St. Paul as in an amphitheater.

The picturesque sweep of these heights, conforming to the curve of the Mississippi river, with their growth of native forests and the stately residences which are scattered over the slopes in a characteristic charm of St. Paul. The avenues have been laid out over many of the hills leading away to the prairie lands beyond or to some of the beautiful lakes in the neighborhood, and the residence part of the city is rapidly extending in every direction.

St. Paul is at the head of steamboat navigation on the Mississippi river, over 2000 miles from its mouth. Thirty-four years ago, when congress gave Minnesota its territorial organization, fixing the seat of government at St. Paul, the name of the place appeared on no map, and geographers only knew that it was a very small settlement somewhere near the falls of St. Anthony, in that indefinite region known as the "Far West." To-day St. Paul has over 80,000 inhabitants, and its wonderful growth and prosperity fairly class it among the remarkable cities of the great northwest. Its streets are paved and sewered and lighted with gas and electricity. Pure water in ample supply is brought to every house through miles of pipe from distant lakes. Street cars traverse the streets in all directions. Frequent local trains give easy access to the charming suburbs. The rough log chapel of 1849 has been superseded by forty-five places of worship, many of which are beautiful in architecture. There are many fine public school buildings, which are supported at a yearly cost to the city of $150,000. There are three hospitals, two orphan asylums, several charitable and social institutions, a dozen banks, many imposing public and private buildings, an opera house in which the brightest stars in the theatrical firmament from time to time appear, public libraries and ably conducted newspapers.

The wholesale trade of St. Paul in 1881 amounted to $61,000,000, and has since greatly increased. The manufacturing interests at the same date employed 9000 workmen, who produced $16,000,000 worth of goods during the year, and these manufacturing industries are of quite recent growth, and bid fair to develop a great addition to the wealth and population of the city.

Few cities possess so great facilities for travel and transportation as St. Paul, and here centre the great railroad systems of the great northwest; and, besides the Northern Pacific railroad, there are not less than five trunk lines terminating in the city, bringing it in direct communication with the remotest parts of the United States and Canada, and penetrating the surrounding country with their branches. St. Paul lies midway between the Atlantic and Pacific oceans, and its growth is stimulated from the east and from the west. A large shipping business is also done by way of the Mississippi river. During at least six months of the year the passenger and freight steamers ply between this city and St. Louis, affording travelers an agreeable trip by water and giving cheap rates for merchandise.

The social life of St. Paul in point of culture and refinement will compare favorably with that of far larger cities. Contiguous to the city are a number of beautiful summer resorts which may be reached by river and rail, the principal of which are Lake Como, White Bear lake and the Falls of Minnehaha, made immortal by Longfellow in his poem of "Hiawatha." The military post of Fort Snelling, the headquarters of the department of Dakota, lies up the river about six miles from St. Paul and is the objective point of a pleasant afternoon's drive.

MINNEAPOLIS.

This beautiful city is the twin sister of St. Paul, distant from the latter about ten miles westward on the Mississippi. Thirty years ago no foot save that of the Indian had pressed the soil. To-day Minneapolis numbers at least 85,000 inhabitants and the volume of her manufacturing and commercial business during the year 1882 fell little short of $175,000,000.

The topography of the city is greatly in its favor. Situated on a broad plateau, high above the upper level of the river at the falls, there is no danger from overflow, and yet the level of the place is so near that of the surrounding country that the grades to and from the city admit of the construction of rail and wagon roads with comparative ease, while the subsoil affords a foundation upon which the most massive buildings may be safely erected. The city lies on the eastern border of the great wheat belt of the golden northwest and on the southern border of the pine and hardwood timber region of Minnesota. Here the wealth of raw material naturally finds its way to be converted into flour and lumber by the use of the grand water power, estimated at a capacity of 120,000 horses within the city, and the product of the mills is afterwards forwarded to the markets of the world.

The falls of St. Anthony upon which the prosperity of Minneapolis is mainly founded, have a fall of eighteen feet and the Mississippi has a rapid descent of 83 feet within the limits of the city. The view of the rapids above the cataract is very fine, but the picturesqueness of the waterfall has been sacrificed to purposes of usefulness. A broad smooth wooden apron has been constructed entirely across the river, sloping from the edge of the fall to a point far beyond its base, in order to prevent the erosion of the rocky edge over which the water falls. This water power is used for driving the machinery of the foundries, woolen mills, and many other branches of mechanical industry of which Minneapolis is the seat.

Minneapolis is regularly laid out, broad avenues running from east to west, crossed by streets from north to south. The thoroughfares are usually eighty feet in width, with wide sidewalks shaded by rows of forest trees. There are many fine business blocks, and the residence portion of the city is quite attractive, with its spacious houses and their well-kept lawns and grounds. On the outskirts of the city are thousands of pleasant cottages, the homes of mechanics who find employment in the mills and manufactories. Among the notable buildings are the court house, city hall and many churches, the Nicollet house and First National bank. Other buildings in progress are a new postoffice, to cost $175,000; an edifice for the chamber of commerce, to cost $125,000; a union depot, to cost $500,000; a new hotel to be called "The West," to cost $1,000,000, and the Academy of Music, to be reconstructed at an outlay of $500,000. The amount expended in building operations in 1882 was $8,375,300 being nearly $3,500,000 more than was expended the year before. Real estate transactions to the extent of nearly $19,000,000 were recorded for 1881.

Minneapolis has nearly seventy-one churches and missions, each denomination being well represented. There are sixteen public schools, in which the standard of instruction is excellent. Supplementing the free schools is a free university, a state institution founded eleven years ago and ranking among the leading educational establishments of the west. Its class rooms are open to both sexes, and in 1882 there were 253 students. The work of the university is not confined to the ordinary scholastic courses, but includes also many branches of technical knowledge, special attention being given to practical agriculture.

Minneapolis is well supplied with water from the river, and most of the best residences have fountains constantly in play, keeping the lawns vividly green and giving the entire city a vernal appearance which is the admiration of strangers. Ample provision is made to conquer fires by a well equipped paid fire department. The streets are lighted by gas, and electric lights are also used. A sewerage system has been perfected. Horse cars run through many of the streets, and a steam dummy engine, drawing trains of open excursion cars, bring the beautiful little lakes in the western suburbs within easy access of the heart of the city. The hotel accommodations are excellent, two theaters are well supported, charitable and benevolent organizations are generously sustained, and several first-class newspapers are supported. There is a refined and cultivated society, and all the features of a large and prosperous city.

Exclusive of the Northern Pacific railroad several trunk lines enter Minneapolis and make her the diverging point from which the country is penetrated in many directions. Trains upon these railroads, to the number of seventy-five or more daily, arrive and depart from Minneapolis, some of which connect without change of cars with the entire railroad system of the United States and Canada. By the aid of the railroads Minneapolis feeds her mills and workshops and distributes her merchandise, machinery and manufactures. At present the city is the theater of extensive improvements with the object of facilitating the enormous railway traffic. The Northern Pacific railroad is about to construct large and convenient buildings for the accommodation of its business, and among other improvements is an immense viaduct, now nearly finished, and constructed at an outlay of nearly $1,000,000 which will span the river and be used by the trains of the St. Paul, Minneapolis and Manitoba Company and other trunk lines. In railway enterprises alone not less than $3,000,000 were to be expended in Minneapolis in the course of the year 1883.

The principal summer resort of Minneapolis is Lake Minnetonka, distant by rail fifteen miles from the city. It is one of the loveliest bits of water anywhere to be found, and its charming, irregular shores, wooded clear down to the shining beach burst into new combinations of beauty at every turn. Upon the banks of this lake and upon the islands which stud its bosom many fine summer residences have been built. There are also several hotels, the largest of which—Hotel Lafayette—can accommodate 1200 guests.

The flour mills of Minneapolis have a world-wide reputation. There are twenty-six mills in operation, the maximum daily capacity of all being 26,900 barrels. Their product in 1882 was 3,125,000. The capacity of the largest mill, the Pillsbury "A," is 5200 barrels per day; that of the Washburne "A," 3000 barrels per day, and six other mills range from 1200 to 2000 barrels per day. The estimated quantity of wheat required to supply these mills in 1882 was 13,000,000 bushels. The capital invested in the flour milling industry is enormous and the amount is constantly increasing. This is the result of the changes in the mode of manufacturing flour, which have almost been radical within the few past years. The use of the old mill stone has given place to the system of gradual reduction by iron rollers. This new patent process has not only raised the grade of flour from the dark inferior quality formerly produced to the standard of the best Hungarian fancy brands, but has increased the quantity obtained from the grain as well as the capacity of the mills. The flour produced at Minneapolis finds a ready market in all the eastern cities, and also in Great Britain, France, Germany, Holland, Spain and Italy.

The lumber industry of Minneapolis is only second to that of its flouring mills. The product of lumber in 1882 amounted to 314,362,163 feet, besides 138,546,000 shingles and 61,330,330 laths. The total product of the lumber mills situated upon the lines of the Northern Pacific railroad in Minnesota in 1882 amounted to 506,865,000 feet of lumber, 212,019,000 shingles and 105,950,380 laths.

After leaving Minneapolis the course of the railroad follows the left bank of the Mississippi river, in a direction somewhat west of north, through a level or gently undulating region, a distance of sixty-five miles, to Sauk Rapids. The surface of the country is diversified by lakes, rivers, small tracts of prairie and growths of hard-wood timber. There are many flourishing settlements to be seen, which are supported mainly by the lumber and flour mill industries. Sauk Rapids is a place of much importance on account of the extensive granite quarries in its immediate vicinity. At Little Falls, forty miles further westward, a branch line of the Northern Pacific runs in a line slightly south of west a distance of eighty-eight miles to Morris, Minnesota, through a beautiful country, well wooded and watered, and finely adapted to mixed farming. This branch is called the Little Falls and Dakota railroad, and its construction will be pushed to the fat prairie lands of Central Dakota.

BRAINERD.

The next important place is Brainerd, 136 miles from St. Paul and 114 miles from Duluth. This town has a population of 7000 and is the seat of extensive manufactures. It is the gateway of the great lumber region north and east to the sources of the Mississippi in Lake Itasca. Good wagon roads penetrate the forests in all directions. Here are situated the railroad company's shops which cover an area of about 20 acres and consist of round house with 44 stalls; machine shops capable of handling 22 locomotives at once, boiler house, copper shop, blacksmiths' forges, foundry and other accessories of the headquarters of the motive power of a great railroad. At Brainerd the lateral line from St. Paul and Minneapolis makes its junction with the main line from Duluth to Lake Superior.

DULUTH.

From Brainerd it is now necessary to take the reader 114 miles eastward, to the shores of Lake Superior, in order to carry him over the main line of the railroad from Duluth westward. Duluth is an important terminal point of the railroad, the most western of all the cities which lie along the great chain of North American lakes, and now one of the most flourishing and rapidly developing places of the northwest. Its present population is about 14,000. Its principal trade is in the famous hard wheat, the market for which is constantly enlarging. To handle the grain there are three elevators at Duluth, with a united capacity of 2,660,000 bushels. During the season of 1882-3 not less than 5,000,000 bushels were received and shipped. The harbor is deep, sheltered and large enough to accommodate much shipping, and the wharf facilities are very good. The arrivals and clearances of 1882 reached 1091, or an average of four per day, and the transportation of freight by way of the lake aggregated 700,000 tons. The total receipts and shipments by rail, during the period named, amounted to 853,269 tons. Duluth is the center also, of a large lumber industry. The twelve saw mills of the city manufactured 84,218,183 feet of lumber, 21,323,000 shingles and 10,205,000 laths in 1882. This year the capacity of the mills have been so increased that 140,000,000 feet of lumber, and a correspondingly large number of shingles and laths, may be turned out. In 1882 there were 500 buildings erected at a total cost of $1,469,000. The city has excellent schools, many fine churches, handsome business blocks, beautiful residences, and other features of a thriving place.

Eight miles from Duluth westward the scenery begins to be grand. The train pursues its way through deep cuts, over bridges reared to a giddy height, with the foaming waters of the St. Louis river rushing on with a deafening roar far below, as it leaps from rock to rock and throws up clouds of spray. This river, in a stretch of about fourteen miles, has a fall of over 500 feet, and the views of the rapids and cascades are picturesque in the extreme. The remainder of the route to Brainerd is through a rather flat and wooded region, the towns along the line mainly deriving their support from lumbering operations. Many beautiful lakes, some of large size, are interspersed among the woods, and all are well stocked with many varieties of game fish. The hunting through all this country is excellent, and deer, bear, geese, ducks pheasants and woodcock abound.

PROCEEDING WESTWARD.

From Brainerd, a number of thriving towns are passed supported by farming and milling interests, until at last, Wadena, 47 miles beyond Brainerd, a lively, progressive place, with 1200 inhabitants, is reached. Here a branch called the Northern Pacific, Fergus and Black Hills railroad, is built 101 miles, opening up a fine agricultural country, many hundred miles in area on its route. Already a number of large settlements have grown up on the line, and there are the cities of Fergus Falls, 12 miles distant from Wadena, with a population of 5000; Breckenridge, 55 miles beyond, with 1000, and Wahpeton, not far distant from Breckenridge, with 2000, all flourishing towns. This branch line is to be extended to the precious mineral regions in the Black Hills in southwestern Dakota.

Returning to the main land again, the route lies westward from Wadena for fifty miles or more, through a fine park-like country, the soil of which is very fertile. The principal business of the towns which lie along the road is the shipment of wheat, firewood, railroad ties, lumber and flour. The region is interspersed with small lakes of beautifully clear water, varying in size from one to twenty square miles. These lakes abound in many varieties of fish and the woods are full of game. Opportunities for hunting bear, deer, wolf, fox, lynx, otter and beaver are exceptionally good, and also for shooting geese, ducks, grouse and pheasants.

The town of Detroit, 227 miles from St. Paul, with a population of 1400, is famed as a summer resort. It lies in the midst of this beautiful and fertile lake park area of Minnesota, and is a fair specimen of most of the towns which lie along this stretch of the railroad. The surface of the country is gently undulating. There is an abundance of good oak, maple, elm, birch, basswood, tamarack and ash timber, suitable for manufacturing purposes. Detroit lake, like a score of others, is in full view of the passenger train. It is about a mile and a half wide and seven miles long, in form resembling a horseshoe. Here is a high bank towering above the clear waters of the lake, and there the broad and pebbly beach, with an occasional opening in the timber, to mark where a sturdy frontiersman is carving out a farm.

THE RED RIVER OF THE NORTH.

Reaching a point 264 miles westward from St. Paul, the park region has been left behind and the level prairie of the Red River of the North is entered. This stream is so named to distinguish it from the Red river of Louisiana. After meandering southward among the lakes of Minnesota, this stream flows due north a distance of more than 200 miles to Lake Winnipeg in the northern part of the province of Manitoba. The Red river marks the boundary between Minnesota and Dakota; and its elevation above the sea level at the rival towns of Moorhead, Minn., and Fargo, Dak., which glare at and abuse each other across its muddy water, is 802 feet. From these competing towns northward to Winnipeg the stream is navigable, even at a low stage of water, the shallow portions being dredged as occasion demands. Large quantities of wheat and other merchandise are transported by steamers which ply between Moorhead, Fargo and Winnipeg.

The valley of the Red river is from sixty to eighty miles wide, embracing an area of 67,000 square miles, at least 80 per cent. of which is composed of the best farming land. The valley proper is a beautiful prairie, apparently as level as a garden bed, although it slopes imperceptibly from both sides to the river. The soil consists of a rich black loam, from three to seven feet in depth, which yields from twenty to twenty-five bushels of wheat per acre.

Passing through Moorhead, the last town the railroad touches in Minnesota, the Red river is crossed, and the train at once enters the busy city of Fargo, 274 miles west of St. Paul. This place was a mere hamlet a few years since, but now it has 9000 of the liveliest and most energetic people to be found in the northwest. Fargo is in a state of continual "boom." Its inhabitants are enterprising and ambitious, striving vigorously to promote the interests of their city, which is the very liveliest type of a new western town with all the modern improvements, including street cars and electric lights. Many important manufactories have been established. The railroad has here a round-house, repair shops and rail mills, employing a large force. The shipments of wheat are heavy, and the business of the place is constantly growing.

From Fargo a branch line known as the Fargo and Southwestern railroad, is now operated to the flourishing town of Lisbon, 56 miles, and will soon reach La Moure, 32 miles beyond. This road is opening to settlement a fine agricultural region in central Dakota.

The railroad crosses Dakota from east to west, in nearly a direct line, its length within the territory being 218 miles. Since the construction of the railroad the influx of population over the prairie lands which are included within the limits of the Northern Pacific grant, has been very large, growing towns and settlements are seen at intervals every few miles along the route, and waving fields of grain are seen during the growing season as far as the eye can reach. The glory of this great belt of country is its fertile soil and a climate perfectly adapted to the production of wheat and rye and barley. Indeed this region already plays an important part in the wheat-growing area of the United States, a yield of twenty bushels per acre being usual and from twenty-five to thirty not an extraordinary crop. The general character of the land is that of a rolling prairie interspersed with broken butte formations west of the Missouri river. The country is fairly watered by the Red River of the North, the Cheyenne, the Dakota or James the Missouri and other streams with their many tributaries, as well as by numerous lakes, some of which are of great size and beauty. Good well water is found everywhere by digging to a reasonable depth.

In 1880, just six years after the capacity of the soil of northern Dakota was first tested in the valley of the Red river, the yield of wheat along the line of the railroad was about 3,000,000 bushels. In 1882, the crop aggregated 12,000,000 bushels and the quantity of new land which was put under cultivation during the present year has augmented these figures for this season's crop in spite of a somewhat unfavorable growing period. The quality of the wheat is superior and it has a special grade in the market—"No. 1 hard"—bringing an excess of ten to fifteen cents per bushel over the soft varieties. The wheat raised in northern Dakota is all spring wheat.

BONANZA FARMING.

About twenty miles west of Fargo, the region of so called "bonanza farming" is entered. Large tracts of land owned by companies are put under cultivation and are managed under a most rigorous system, by which the cost of cultivation is reduced about one dollar per acre as compared with smaller farms. The largest of these bonanza farms is one managed by Mr. Oliver Dalrymple, who has under crop not less than 17,000 acres. On this great farm or rather combination of farms, each 6000 acres is provided with its own set of buildings, comprising boarding-houses for the hands, stables, a granary, a machinery hall and a blacksmith shop, under the charge of a superintendent, with a book-keeper, headquarters building and a store house for supplies. Tools and machinery are bought by the car load from the manufactories. Farm animals are purchased at the principal markets and stores of all kinds for feeding the army of laborers are purchased at wholesale. On one of these farms—the 20,000 acre tract at Casselton—400 men are employed at harvesting and 500 to 600 in threshing; 250 pair of horses are the number used; 200 gang plows; 115 self-binding reapers and twenty steam threshers. About the last of August the harvest begins, and those who have witnessed the operation of securing the golden grain will never forget the scene. The sight of the immense wheat fields stretching away farther than the eye can reach, in one unbroken sea with golden waves is very grand. This method of bonanza farming has, however, outlived its usefulness. It was originally entered upon by capitalists to demonstrate the fertility of the soil, and induce settlement. So far it was a good thing. Now, however, it is seen that the holding of so large bodies of land compactly militates against the interest of both the country and the railroad. Small farms and a fixed population would be better for all concerned.

JAMESTOWN.

Midway between St. Paul and Bismarck lies the flourishing town of Jamestown, a bright, well situated place, growing rapidly in importance. Its present population is about 3000. It is surrounded by a rich agricultural district, and from its natural situation will become a prominent commercial and railroad center in the new northwest. The whole of the upper James river valley is practically tributary to the city, as are also the Devils' lake and Mouse river regions. A branch line, called the Jamestown and Northern railroad, has already been opened a distance of forty-three miles through the sections just mentioned, and five sprightly towns have sprung into existence before the track was finished. The Coteaux of the Missouri begin from twelve to twenty miles west of Jamestown, and continue on to Bismarck and six miles beyond. These low hills, in their undulating course, do much to relieve the monotony of the landscape of the prairies eastward.

BISMARCK.

This town is situated on the east bank of the Missouri river, and in June, 1883, it was chosen to be the capital of Dakota territory. Its population is about 4000, and it is the distributing and supplying point for an extensive region of country lying northward. It has 2000 miles of navigable river above it, to the northward and westward, and the same number of miles below it, southeast toward St. Louis. A fleet of twenty-five steamboats furnish supplies to the settlers, miners, wood-choppers, hunters and sheep raisers who occupy the river country at different points between Bismarck and Fort Benton, Montana, the head of navigation. The return freights are wool, buffalo robes, hides and bullion. Bismarck is one of the oldest cities in Dakota, and has up to the present time experienced a somewhat slow but substantial growth. Recently the city has begun to develop very fast, and it is already one of the most prominent towns along the line of the road.

MISSOURI RIVER BRIDGE.

Just after leaving Bismarck, one of the most interesting features of this transcontinental highway is the bridge which spans the Missouri. This immense structure was opened for traffic, with appropriate ceremonies, on the first of October, 1882. The cost of this bridge was in the vicinity of $1,000,000. At the point where the bridge crosses the Missouri it is 2,800 feet wide. Work did not really begin on the structure until April, 1881, and notwithstanding the many and great natural obstacles to overcome, was crowded forward with remarkable vigor. The bridge proper consists of three spans, each measuring [illegible] feet between centers and pins, and two approach spans of 113 feet each. The quantities of masonry in the bridge are as follows: Masonry, 7471 cubic yards; concrete, 2773 cubic yards; total, [illegible] cubic yards. In the construction of the bridge more than 7500 barrels of imported Portland cement, and over 3000 barrels of American cement were used. On the day of the opening the bridge was subjected to a very severe test—each span bearing in succession the weight of eight heavy locomotives, or about 520 tons, and the maximum deflection under this enormous burden was not more than three inches.

Just west of the Missouri river is the town of Mandan, now with 2000 population, the site of which was occupied by Indians as late as 1879, and wild buffalo ranged in the neighboring hills. Mandan is the center of a fine agricultural country. Abundant supplies of wood and coal are found in the vicinity and a remarkably good clay for brick-making purposes. As showing the enterprise of the people it may be mentioned that one of the most admirably equipped and commodious hotels to be found along the road is here in operation. The structure is of brick, three stories high, and occupies a square 100 feet in dimensions.

After leaving Mandan the railroad passes through the fertile valley of the Heart river, crossing the tortuous stream at frequent intervals. For 100 miles westward the physical appearance of the country is that of a roughly rolling prairie, the agricultural possibilities of which have already been successfully tested. On the way many streams are crossed, among which the principal are the Curlew and Knife rivers and Beaver creek. These are no puny streams, but dignified rivers of considerable volume, which, with their tributaries meander throughout the length and breadth of the land grant of the railroad—forty miles on either side of the track. Along these watercourses there is a fair supply of softwood timber, and the land is everywhere covered with a rich growth of buffalo and other nutritious grasses. All this region is at present thinly inhabited; but as it is endowed with good water and an abundance of lignite coal, a rich soil and a climate somewhat milder than the country eastward, its advantages for settlement have been already recognized. At the stations Glen Ullen, Richardton, Gladstone and Dickinson, colonies from Ohio, Wisconsin and other places, numbering from 100 to 300 persons, have established themselves, and are rapidly developing thriving towns.

THE BAD LANDS.

At Fryburg, 136 miles west of the Missouri river, the railroad suddenly leaves the beautifully rolling prairies and emerges upon a region which presents a most striking and impressive view of natural scenery, and the most curious and interesting wonders along the entire line of the Northern Pacific, or indeed, on the American continent. These are the Bad Lands of the Little Missouri, now beginning to be more appropriately known as Pyramid park. This region will always remain of paramount interest to the student of nature, the tourist and sightseer. These physical phenomena, their origin and formation, are well described and explained by Professor Denton, the geologist, as follows:

"From Green river to the prairie extends, wave on naturally expect this to out near the summit of the of a great valley, hundreds are visible to us. But myriads of mounds, forts and turrets! gulches and perpendicular with brown and blue towers with unscalable walls remarking geologist, mounds hills to respectable twin, triple and multiple bones, white, girdles and green, drab, white, blue, mounds, with mounds on mounds, like ocean waves tempered with all these are acres in extent, green as covered with fragrant ground a queen.

Many strange theories have count for these wonderful Lands. A common one is dropped down owing to a the horizontal lines of and shale on the faces of the explanation. The red appearance mesas and peaks, and the like masses lying scattered to others volcanic action. that the fences are still at are encroaching on the prairie.

The Little Missouri, broad sandstone bed into which it is tributary, as a pure water, nearly 2000 feet nel. When the Missouri cut past the mouth of the Little Missouri leaped from its the channel cut by the Missouri cut its way back by a fall beds of what are now the Bad had a fall at that time of lying the sandstone being sand and clay, the river cut country fast, making a deep main canon was cut, the Little Missouri did the into the streams repeated the shower the rivulets made the country was cut into ravines and gulches. As the ravines and gulches were cut met, and masses were cut buttes, pyramids and mounds Northern Pacific engineer small stream, near the Little one a anon, 40 feet long and

"After cutting the first depth, the Missouri deepened below that, and a second formed. Again the river third series of canons was every shower, cutting further the river, and forming new

"On the east side of the railroad crossing, is a precipice in which are found 24 beds of clay gate thickness of 173 feet and sand, aggregating 77 feet; two thick; and ten beds of coal, two 4½ and 7 feet in thickness, to the top of Bad Lands are frequent of which are thick enough to of great value. Beds of coal air and moisture spontaneously the clay above them into brick, was very great, into scoria-like semi-jasper. These, being harder clay beds are left, giving a pearance to the country. Certain still on fire near the Little Missouri

"On the lignite beds are trunks of large trees transformed solid quartz. There are the difficult to travel without meeting stumps of four and five feet in common, and some are from six ameter. When in place they in the position they once many leaf beds. It is in a fine perfect deciduous leaves. been changed by heat to deep perfect reticulation on the leaf. The leaf beds indicate that Bad Lands belongs to the Pliocene

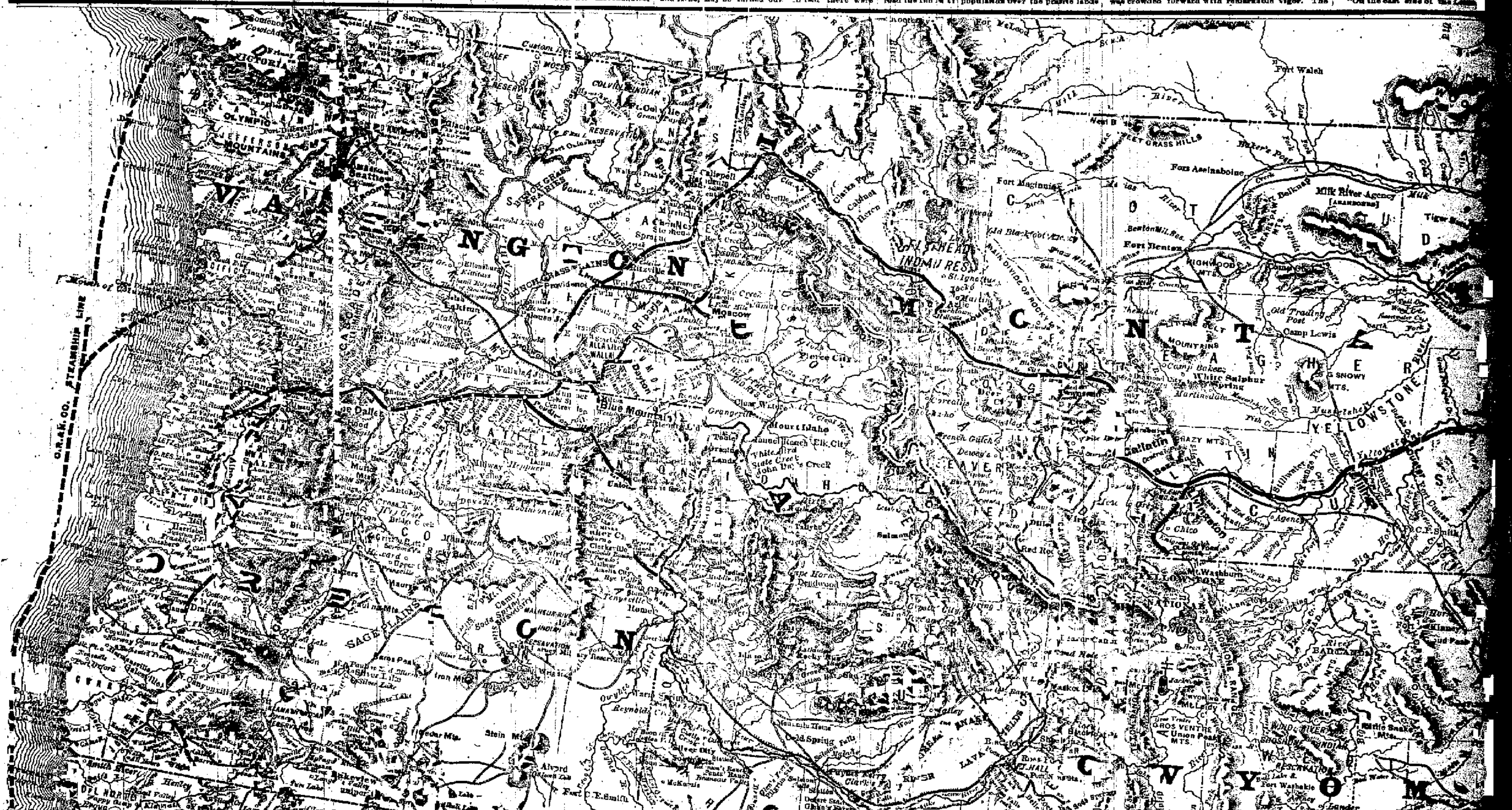
"Though much of the water contains sulphate of soda, there of pure water. There is also The pasturage is excellent beautiful farms may be made country. The grasses are rich elsewhere. Much of the Bad Lands cess of what poor lands often

"A lake once existed where the Into this the rivers carried sediment swamp, and trees flourished till table matter was made sufficient As the mountains to the west sunk. Another lake was formed deposited in it, covering the vegetable matter, the lignite water changed places more than ing the deposit of the tertiary equal to the carboniferous formation nite beds will be found to underlie Dakota."

Many extensive cattle and sheep been established on the line of the river, this being an excellent grazing coal is mined largely in the used largely by settlers and the Soon after passing the Little country westward becomes less the feature of the landscape is the ing prairie, marked here and there buttes. Sentinel butte, a prominent left hand, not far from the mile east of the boundary line Montana. For the next thirty over a fine prairie plateau, many small running streams. miles of broken country, which tween the Little Missouri and after which it descends into the creek, and reaches the Yellowstone town of Glendive, twelve miles

YELLOWSTONE VALLE

The railroad follows up the Glendive to Livingston, a distance miles. Yellowstone river, bright and clear except when



[illegible] of the lower tributaries. The stream runs over a bed of gravel through permanent channels, and a host of beautiful islands covered with cottonwoods. It is navigable during a good stage of water for more than 300 miles from its confluence with the Missouri at Fort Buford to a point above the mouth of the Big Horn river by steamboats of two hundred or three hundred tons.

The Yellowstone winds from side to side of the valley, and along most of its course presents a picturesque appearance. Bluffs of what are called bad lands, showing their precipitous faces against the stream first on one side and then on the other, as the river winds from bluff to bluff, leaving always opposite the bluffs a considerable valley on either side of the stream. The width of the Yellowstone valley throughout its length scarcely averages three miles; sometimes narrowing to not more than two miles and again widening to seven. At the heads of the lateral valleys are fine sites for stock ranches or grazing farms, the same luxuriant grass covering the whole country. Clear, pure water is to be found every few miles in running streams and springs, along which are fringes of oak, ash, elm, box elder, and cottonwood with occasional pine and cedar in the ravines. The Yellowstone, above the Big Horn, runs through a comparatively narrow valley which broadens only at a single point. The Clark's Fork bottom lies in this part of the valley on the north side of the river, extending from the rocky bluffs near the site of Billings to the hills which put into the river from outlying spurs of the Rocky mountains, some thirty-five miles westward. The traveler passing through the Yellowstone valley, except through the months of May and June, when vegetation is green, is apt to rebel against the withered look of the grass. The mountains appear like mighty hay stacks with the rough growth of bunch grass surging up their slopes, cured as it stands by the sun into the best of hay, upon which stock can feed all the year round. The valley has the bold features and the fringe of dark pines on the summits of the hills does not relieve but only serves to heighten the prevailing sereneness of the landscape.

The principal towns through this stretch of 225 miles from Glendive to Billings are, Glendive with [illegible] population; Miles City with 2500, Fort Keogh, [illegible], with 150, and Billings with 2500. The Yellowstone valley was long the scene of bloody battles between the United States troops and hostile Indians, the thrilling details of which are matters of history. Up this valley Gen. Custer set out with his command on its fateful march up the Rosebud, where, on the 25th of June, 1876, he and his troopers, numbering over 300 men, were overwhelmed and pitilessly slaughtered by a force of over 2500 Indians. The harrowing details of the massacre can only be conjectured. To the brilliant work of Gen. N. A. Miles, the country is indebted for clearing this fertile valley of its savage hordes and opening it to settlement. From a point forty-seven miles west of Miles City the entire southern shore of the Yellowstone river westward to the base of the Rocky mountains and extending south to Wyoming, is a reservation of the Crow Indians. This is one of the most fertile and well watered areas in Montana; and so large a section cannot long remain in the possession of the 3,500 Indians who now control it.

The abundance of nutritious grass, mild climate and easily accessible markets are a combination of advantages which render Montana famous as a cattle raising region. The number of cattle in the territory in 1882 was given at about [illegible], sheep 363,000, and horses 68,000. This industry is rapidly growing and already the railroad derives a large income from the traffic which it maintains. Mining has always been the leading occupation and is likely to continue so. During the last twenty years the total output of the precious metals in Montana amounted to $170,000,000, and the product in 1881 was $8,000,000. The great increase in the yield of the mines must necessarily result from the transportation facilities with which the territory has only now been favored by the opening of the Northern Pacific railroad. In passing up the Yellowstone valley westward of Billings there are more striking features of beauty and grandeur than could hardly be found nearer than Switzerland. Beyond the smiling valley and the winding, glistening river, to the west and and southward, arise the white, majestic masses of the Rocky mountains.

At Livingston, 1030 miles from St. Paul, the railroad makes its third and last crossing of the Yellowstone river. The stream at this point makes an abrupt turn to the left, flowing northward through the world-renowned regions of the Yellowstone National Park. A branch road fifty-seven miles in length leaves the main line at Livingston for this great wonder land.

The Bozeman tunnel in the Belt range of mountains is distant twelve miles from Livingston, and is approached on a grade of 116 feet to the mile. The tunnel pierces the mountain a distance of 3500 feet at an elevation of 5572 feet above the ocean, and the trains run down the western slope through the wild defile of Rock canyon, passing out into the broad fertile valley of the Gallatin, near the eastern end of which the old established town of Bozeman is situated. This is a city of 3000 inhabitants, presenting an attractive appearance with its substantial houses, business blocks and public buildings. The town owes much of its solidity to its agricultural resources, and it is also the headquarters of some of the leading stock raisers and shippers of Montana. The road continues westward for thirty miles through the fertile Gallatin valley. There are many farms but no large villages on this part of the route. The junction of the Gallatin, the Madison and Jefferson rivers is effected at Gallatin City. Here the three minor streams are merged into the Missouri, which flows northward 180 miles to Fort Benton, passing on its course through several grand canyons whose walls rise from 1000 to 2000 feet above the river. For thirty miles beyond the Gallatin valley, aside from the farming settlements which follow the banks of the Missouri; there is nothing on the immediate line of the railroad worthy of the name of a town.

The Missouri river is crossed a short distance beyond the new town of Townsend, and its valley is followed to Helena, twenty miles beyond.

Helena, the capital of Montana, is pleasantly situated at the eastern foot of the main chain of the Rocky mountains. It has a population of 5000. This city is the commercial and financial center of the territory, and the seat of many mining companies and mining industries. Helena is surrounded by mountains rising one above another, forming a view of striking beauty and grandeur. The Missouri river is only twelve miles distant, and eighteen miles north of the city begins its famous canyon named by Lewis and Clark's expedition in 1805 "The gates of the Rocky mountains."

Nineteen miles from Helena the main range of the Rocky mountains is crossed by the railroad at the Mullan Pass. There is a tunnel 3850 feet in length and 5548 feet above the level of the ocean, lower by more than 2500 feet than the highest elevation of the Union Pacific Railroad and 1290 feet below the highest elevation on the the line of the Central Pacific. Passing down the western slope the descent is made by an easy grade to the valley of the Little Blackfoot river, and for forty miles beyond the road passes through a region which is quite sparsely peopled. The face of the country is that of a hilly country covered with extra pasturage for the cattle which roam over the adjacent heights. The few ranchmen who cultivate the bottoms of the Little Blackfoot find the soil quite productive.

The last "spike" was driven near the confluence of the Little Blackfoot with the Deer Lodge river. A new town called Garrison, named in honor of Wm. Lloyd Garrison, the great leader of the anti-slavery cause in the days before the rebellion, has here been established, and at this point also the Utah and Northern railroad (narrow gauge) coming from the south from the Deer Lodge valley, taps the Northern Pacific railroad. The latter will place a third rail from its main line along the track of the Utah and Northern to Butte, Montana, a distance of fifty-five miles. This will give the Northern Pacific railroad access to the most important mining center of Montana.

After leaving Garrison there are fine views of mountain scenery, especially on the left hand, where the snow-mantled peaks of Mount Powell appear. The railroad passes along near the Deer Lodge river, which skirts the hights to the right. This entire region is noted for the richness and extent of its placer mines. Onward a few miles, and Deer Lodge river changes its name to Hell Gate river. The valley here rather abruptly narrows, its breadth for seven or eight miles, scarcely exceeding a single mile, with mountains on the right and bold bluffs on the left; but it again becomes broader where the waters of Flint creek flow in from the south and swell the volume of the river.

Thirty-two miles west of Garrison the Hell Gate canyon is entered. This is no narrow mountain pass, as its name would indicate, but rather a valley from two to three miles in width, extending a distance of 40 miles to the junction of the Hell Gate river with the Big Blackfoot just before it widens to unite with the valley of the Bitter Root, where Missoula stands.

The scenery along the Hell Gate canyon is very fine, often grand. The stream itself is deep and swift, and usually quite clear. Many islands, covered with cottonwoods and other deciduous growths, lie in the crooked channel, and adding to the general picturesqueness.

Several good quartz and galena leads have been discovered in the contiguous mountains, some of which are especially promising. At intervals along the canyon railroad stations have been established, and the first occupation of settlers must be to turn into lumber the large pine trees which darken the valley before the soil may be cultivated.

Leaving the Rocky mountains through the startling canyon of Hell Gate river—one of the grandest scenic effects to be found on the overland route—the railroad passes out upon the beautiful plain that Governor Stevens, when making the government survey for the Northern road, called Hell Gate Ronde. Here the town of Missoula stands, with the mountains for its background, looking out upon the plains; a town of 1500 population, that represents the delta region formed by the junction of the Bitter Root and Hell Gate rivers, and the valley of the Bitter Root, that extends far south among the ranges. The traveler here gets his first impression of the Pacific northwest, for he is on the Pacific slope, and those agricultural regions nestled close among the ranges that form the continental divide show the influence of western climate and the winds and currents of the Western ocean.

Passing along the north edge of this open plain, the railroad enters the Flathead reservation, which is, of course, a splendid agricultural region, as Uncle Sam takes pains to place his copper colored wards, who are incapable of agriculture, on lands that are most inviting. Passing over a range of hills for forty miles, the road touches the Jocko river, on which some half-breeds have good farms. Passing down that and the Flathead river, that is also called the Pend d'Oreille river, to the junction of that stream with the Bitter Root, which forms Clarke's fork of the Columbia. The reservation is sixty miles east and west, and contains a million and a half acres of generally good soil. From the third crossing of Clarke's fork the road for about one hundred miles pursues a westerly course along the course of that stream. Everywhere it is hemmed in by mountain walls, and the scenery is full of such fine effects that it is only surpassed by that found as the road passes through the great gorge made by the Columbia through the Cascade mountains. There are only two arable spots along this one hundred miles of road—Paradise, a beautiful prairie three by five miles, and Horse plains, that contains a township of good land where all temperate zone products are readily produced. The valley of Clarke's fork, along here, is about 2500 to 3000 feet altitude. The mountains are closer when first the road enters the valley or canyon of Clarke's fork, but widen out a little in passing westward; not, however, sufficiently to make any room for homes and farms except in a few spots where narrow bottoms or bench lands are formed. Passing west, constantly studying the changing effects of mountain scenery, the traveler finds himself on the shores of Lake Pend d'Oreille. This is one of the most beautiful sheets of water on the continent, surrounded by mountains, with groups of islands gemming its winding way for sixty miles. The lake winds in among the Coeur d'Alene ranges for sixty miles. Its beauty is enhanced by its irregular features, as well as by the opening into it of different streams that afford far-off vistas. Crossing the lake at a narrow point, the road makes almost a straight course southwest to the junction of Snake river and the Columbia. Passing down a natural opening among the mountains it touches Spokane plain at Rathdrum, and at last has reached the wheat belt of Northern Idaho and Washington the famous region of Spokane and Palouse, when suddenly such fine towns as Spokane Falls, Cheney and Sprague show the progress and improvement made in the county that supports them.

It is a little strange, too, that the road does not pass through those lands that are so productive, but so near to them that its towns reflect the value of adjacent regions. Engineers found easy grades up old water courses, or coulees, but the "promised land" is not far away.

The rest of the way to Portland is so familiar to OREGONIAN readers that it needs no particularizing, &c.

C. A. MALARKEY.

The New York market, of which C. A. Malarkey is proprietor, located on the corner of Fourth and Morrison streets, is the only market where a complete assortment of fish, game, fowls, oysters, etc., are constantly kept. Through his enterprise our citizens are kept supplied with everything choice in this line and at the most reasonable prices. He has special arrangements with farmers, fishermen and watermen to supply his market with the choicest in each of their special lines. This enables him to give universal satisfaction. He enjoys a large and increasing patronage.

BOOTS AND SHOES.

We want every reader of this paper to know that they can find the finest stock of boots and shoes to select from at Hyman Gellim's, No. 150 First street, between Yamhill and Taylor. His prices are lower than any other dealer in Portland, and the superiority of his goods is unquestioned. His stock of ladies' shoes are exceptionably fine, while his gents' boots and shoes are varied and stylish.

E. S. LARSEN & CO.

A Wholesale Shipping and Commission Firm which has Prospered.

In this issue we have taken occasion to speak of many special lines of business, of trades, and of firms. The triumph of trade during the past year has been great, commercially and financially. Now that the great transcontinental road is finished, Portland enters upon a new era. No one doubts but it will continue to prosper—especially will those firms prosper that have shown such marked enterprise and thorough knowledge of their business as have such firms as E. S. Larsen & Co., and others we might mention. This firm began business nearly two years ago under the firm name of Sturges, Larsen & Co., the principal partners being Ira B. Sturges and Esper S. Larsen. Mr Sturges has since retired, leaving Mr. Larsen the present head of the firm of E. S. Larsen & Co. Their business is that of regular importing, shipping and commission, in addition to which they deal at wholesale in teas, canned goods, syrups and other specialties. [illegible] least they are the agents for C. Adolphus Lowe & Co.'s famous brands. Their wholesale grocery business is carried on on an extensive scale and has reached proportions which would compare favorably with many of the older firms here. They handle all kinds of country produce, grain, flour, bacon, butter, cheese, hides, etc. The facilities they have for selling goods low and at the same time to the benefit of the consignors, are equal, if not superior, to any other firm in the city. They seemed to have flourished from the very beginning of their career, and have established connections with all the remote districts of the northwest. Honorable dealing has secured them the confidence of thousands of producers who are perfectly satisfied to entrust their business to their hands. They pay particular attention to the commission business, and we feel safe in recommending them to every producer in the land. So greatly has their trade increased of late that they have been compelled to seek more commodious quarters, and have recently removed to the corner of Front and Washington streets. Here they have ample room to handle their immense business, and can give better satisfaction than ever to all patrons.

STAPLES & GARRETT.

Dealers in Philadelphia and San Francisco Candies.

One of the most popular establishments in this city is the well and favorably known confectionery stand of Staples & Garrett, located at the corner of Morrison and Fourth streets. They make a specialty of manufacturing the most delicious taffies, and deal in these celebrated San Francisco and Philadelphia candies; also carry an excellent stock of cigars, tobacco and fruits. Their premises have been recently enlarged, and is now fitted very tastefully. As an evidence of the excellent quality of their candies is the fact that their store is constantly thronged with buyers, who declare they cannot get such delicious sweets anywhere else. They are gentlemanly and courteous to all, and are prospering, as they deserve. If there is any in this vicinity who have not tried their candies, we would advise that the next time they wish any to try some of their excellent San Francisco confectionery, or, better still, some of their delicious home-made taffy

GENTLEMANLY BRIGANDS.

Returning a Ransomed Prisoner's Small Cash—Guaranteeing his Future Safety.

London Standard.

CONSTANTINOPLE, July 17.—Mr. Alexander Corpi, who reached the capital this morning after twelve days' detention among the brigands in the neighborhood of Ismidt, gives the following narrative of his misadventure: "On the afternoon of the 5th inst., I was giving orders for some alterations outside the building occupied by my silk factory, when suddenly I was surrounded and seized by nine individuals of suspicious appearance. I asked what object they might have in securing my person, whereupon they stated that they wanted money. I remarked that I had none on me, but if released I would give a promissory note for a reasonable amount. This the brigands, for such they were, declined, and finally they hurried me off on foot to a spot eight hours' distant, where a halt was ordered by the chief of the party. The brigands then formed a council to decide upon the most suitable place to take me to for the purpose of communicating with my family, in the near vicinity. Ismidt was selected as offering every facility in this respect. On Sunday, the 7th inst., we reached the spot agreed upon, which is situated in a mountainous district some two hours from the town of Ismidt.

"Negotiations then commenced for the purpose of fixing the amount of ransom. The first figure named was £50,000, but, finally after several days' bargaining, they consented to take £1000. Means were then found to dispatch a messenger to my family with the news of my whereabouts, and a request that they would forward the last named sum in order to effect my release. According to the agreement I had explained in my letter that the amount of the ransom was to be accompanied by not more than three men. These formalities being complied with, two trusted servants of my family in charge of the money at length reached the scene of my captivity. The gold pieces were counted and I was declared a free man. The captain of the band returned me the cash I had with me at the time I was captured, and handed my servants four liras for their trouble in bringing the ransom. Indeed, from first to last, I had no reason to complain of my treatment. A man servant and a woman cook were told off for attendance on me. I had many chats with the brigands, who were all Greeks. They showed considerable forethought for the welfare of the rural population by expressing the hope that my misadventure would not lead me to give up working the silk factory, as such a decision on my part would entail misery upon a number of villagers who depended upon their employment there for their daily bread. 'You need have no fear in future,' they added; 'we will guarantee your safety.'

"Before separating from the band we became such excellent friends that the chief hinted he had an important capture in view, and that if successful he would return the whole of my ransom." Immediately that Mr. Corpi was out of the hands of the brigands the Turkish troops were sent off in pursuit and every effort is being made to capture the band.

In the delirium of fever and restlessness, there is no such remedy as *Samaritan Nervine.*

JOHN B. GARRISON.

A Few Words Concerning one of Portland's Prominent Men.

This is a time for rejoicing. The long hoped for completion of the Northern Pacific railroad is at last accomplished. THE OREGONIAN to-day celebrates the occasion by issuing 40,000 copies of a twelve-page paper, every page sparkling with matters pertaining to this great event. On an average, every one of these copies will be read by five different persons. Thus we speak to-day to 200,000 people. Now, we have a business man here in Portland of whom we want to say a few words, and we take this occasion to say them because we can say them to-day to so large a number of people. That man is John B. Garrison, the great and popular sewing machine man of this city. He has some peculiarities in the method of doing business which we are desirous the whole northwest should be acquainted with. Of course, we all know he sells sewing machines. We know, when he sells a machine he warrants that machine, and if in time it needs repairing he will do it free of cost. This is absolutely guaranteed and his word for it, his guarantee is good. And should it be purchased by any one residing at a distance a competent adjuster will be sent to do the repairing, at no matter what cost to Mr. Garrison. Or should the machine require to be sent to the workshop for repairs, Mr. Garrison still stands the expense of carriage and freight both ways. He guarantees to do this repairing for a lifetime to come. Another great advantage people have who trade with him is that should a person who has purchased a machine become dissatisfied with it, they can return it, always provided they have not damaged it, and select another of a different make from his stock. This is a valuable privilege and a great many people do not know, until they have tried them, which kind of sewing machine will suit them best. Mr. Garrison is general agent for the White, the Household and new No. 7 American. He also has, at his spacious salesrooms all other makes of machines in general use which gives one an opportunity to try the different machines side by side, enabling them to make a close comparison. We suppose Mr. Garrison sells more sewing machines than any other three sewing machine dealers in Oregon, and still with all this immense trade, and the vast number of people he has to deal with, embracing all dispositions and nationalities, we never hear any complaint from his patrons. This speaks volumes in his favor. But a square dealing man seldom has any trouble. His trade has rapidly increased for the past few years until now it reaches to all points of the northwest. So great has been the demand upon him for machines that he has been compelled to double his orders at the factories, and recently he has been forced to enlarge his store. The salesroom is now one of the handsomest in the city. The main room is [illegible], in which one may find, in beautiful array, all the most popular and best make of machines. His show windows are tastefully arranged, giving evidence of his great interest in his business as well as his taste for the beautiful. In the rear is a completely equipped work shop, furnished with all the latest and best improved lathes, tools and machinery for repairing all kinds of sewing machines. Only the most competent and skillful adjusters are employed. Several of these are constantly at work and all work in that line is done with great dispatch. The upper story of the building is reached by an elevator. It is used to store the bulk of the stock on hand and is capable of holding tens of thousands of dollars' worth of machines. Altogether his establishment is the most complete of any similar institution on the Pacific coast. Through his fair dealing, and the fact that he is general agent for the best machines made, Mr. Garrison has gained a wide reputation, and we take pleasure in saying so upon this occasion.

Details of the Cost of the Extra Session.

Harrisburg Dispatch to the Press.

The following is an accurate statement of the per diem cost of the extra session: Two hundred and fifty senators and members, $2510; clerks, officers, employes and pages, $419; contingent expenses, both houses, $60; *Legislative Record*, $42; other printing and stationery, $22; mileage and money in lieu of stationery for senators and members, $24; gas and incidentals, $17; total per diem $3095. The above per diem creates an aggregate to date, for eighty-one days, of $250,876.

KELLY, DUNNE & CO.

This firm, while comparatively young in business, has secured an important and valuable trade in paints, oils, glass and other goods belonging to this line. They are now located at 42 Front street in larger quarters than they used before being visited by fire. Mr. Kelly was for years local freight agent for the lines of steamships running to San Francisco and has a wide acquaintance throughout the northwest. Mr. Dunne has made many friends here in the past two years. The firm are also sole agents for the Northwest Trading Company of Alaska and the St. Degete Oil Company of Victoria, and handle all goods sent to this market by these companies who stand at the head of this particular trade. Kelly, Dunne & Co. are also agents for the California Fire and Waterproof Paint Company, whose goods are fast meeting with large sales through the energy of the agents here.

What a Tilden Man is Like.

New York Evening Post.

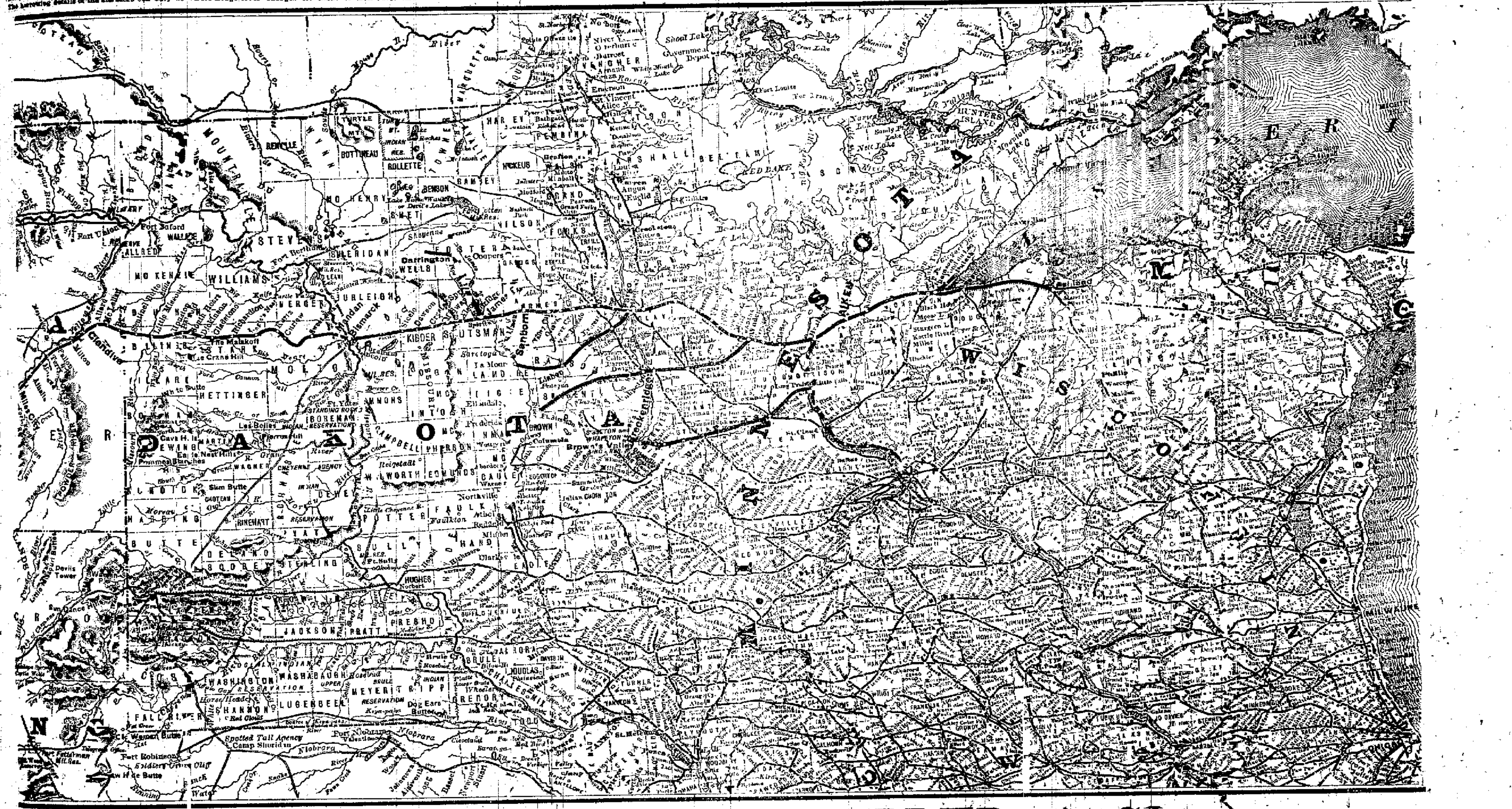
A Tilden man always believes in a revenue tariff, some sort of civil service reform, and in fact differs little from sensible republicans, except that on election day he generally votes for a democrat who hates civil reform instead of a republican who equally dislikes it.

W. J. QUINN.

The Best Tailor in Portland.

Quinn is considered the best tailor in Portland. Not only this, but he keeps the best stock of goods in Oregon. His importations are direct from England and France, and the fine Scotch, French and English goods which one finds at his establishment are carefully selected for the requirements of this market. He is always first to receive new styles and patterns, and no one will ever be out of fashion who trades with him. Taking into consideration the qualities of his goods, his prices are very low. As an artistic tailor, he cannot be beaten. He makes a perfect fit every time, which is a great satisfaction to all his patrons.

Use Rose Pills.



Established 1857.

G. SHINDLER & CO.,

Established 1857.

FURNITURE MANUFACTURERS.

SALESROOM:

First St., extending through block to Front, near Morrison

PORTLAND, - OREGON.

NEW AND ATTRACTIVE

FURNITURE.

Embracing many

NOVEL AND DESIRABLE STYLES

—IN—

Parlor,

Library,

Dining Room, and

Chamber Furniture,

and every variety of

CARPETS & WALL PAPER.

Lace Curtains,

[illegible], Opaque and Dado Shades, Draperies, Etc.

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THE "LAST SPIKE" PARTY.

Full Corrected List of the Guests Present on the Occasion.

American Guests from the East.

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Hon. H. M. Teller, Washington, D. C., Secretary of the Interior Department, and representing the U. S. government.

FOREIGN MINISTERS FROM WASHINGTON.

Hon. L. Sackville West, British Minister (accompanied by his daughter and her maid).
Count Lippe-Weissenfeld, Charge d'Affaires of Austria-Hungary, Washington, D. C.
Count Carl Steen Andersen de Bille, Danish legation, Washington, D. C.
His Excellency Count de Bildt, Charge d'Affaires of Sweden and Norway, Washington, D. C.
Baron von Eisendecher, Imperial German Minister, Washington, D. C.
Edward Abend, Esq., Belleville, Illinois.
Hon. A. A. Ames, Mayor of Minneapolis, Minnesota.
General A. Anderson, Engineer-in-Chief Northern Pacific Railroad, St. Paul, Minnesota.
Hon. Wm. H. Armstrong, Commissioner of Railroads, Interior Department, Washington, D. C.
General J. H. Baker, Commissioner of Railroads for State of Minnesota, St. Paul, Minn.
Rev. W. A. Bartlett, Washington, D. C.
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James Becks, Esq., of the Chicago *Times*.
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General H. V. Boynton, of the Cincinnati *Commercial*.
Udo Brachvogel, *Belletristisches Journal*, New York City.
E. L. Bridgman of *Frank Leslie's Illustrated Weekly*, New York.
Noah Brooks, Esq., of the New York *Times*.
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W. W. Coleman, Milwaukee *Herald*.
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J. T. Odell, Esq., Assistant General Manager Northern Pacific Railroad, St. Paul, Minnesota.
Hon. N. G. Ordway, Governor of Dakota, Bismarck, Dakota.
Hon. E. M. Paxson, Judge of the Supreme Court of Pennsylvania.
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—— Peebles, Esq., London and San Francisco Bank, London.
J. D. Perry, Esq., Laclede Bank, St. Louis, Mo.
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Captain J. C. Ainsworth, Oakland, California.
General Allen, San Francisco.
Dr. D. S. Baker, Walla Walla, W. T.
W. H. L. Barnes, Esq., San Francisco.
Count Steen Andersen de Bille, Danish legation, Washington, D. C. *Minister's Note.*—He will join party the Pacific coast.
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Isam White, Esq., Portland, Oregon.
Hon. S. G. Wingard, Walla Walla, W. T.
The American Journalists, in charge of E. V. Smalley, of New York.

GUESTS FROM GERMANY.

Otto Braunfels and two friends.
Baron George von Bunsen, LL. D., member of the Reichstag.
Senator Charles de Chapeaurouge, City of Hamburg.
L. Delbruck, Esq., German Consul.
Conrad Dielitz, Esq.
Dr. Adam Eisenlohr.
Theodore Fritch, Esq., delegate of the merchants of Stettin.
Adolph Froelich, Esq.
Prof. Dr. Gneist, member of the Reichstag.
Senator Dr. Albert Groening, City of Bremen.
Prof. Dr. von Holst, Privy Councillor, &c.
Prof. Dr. A. W. Hofmann, Privy Councillor, &c.
Hermann Kindermann, Esq., Consul-General, &c.
Hon. Alfred von der Leyen, LL. D., Privy Councillor, &c.
Dr. Paul Lindau, Correspondent *National Zeitung*.
Hon. Ernst Magnus, LL. D., Assessor in the Royal Prussian Government Service.
Hermann Marcuse, Esq.
Nicolaus Mohr, Esq., Proprietor *Weser Zeitung*.
Dr. William Mohr, Correspondent Cologne *Gazette*.
Dr. Richard Oberlander, Correspondent Frankfort *Gazette*.
Lieutenant Perts, Royal Prussian Railroad Regiment.
Otto Puls, Esq., Syndicus of the Chamber of Commerce, Frankfort-on-Main.
Hermann Rose, Esq., General Director German Life Insurance Co.
Herr von Schauss, Director South German Real Estate Bank, &c.
Dr. Goldstein, Correspondent Berlin *Tageblatt*.
Hon. Rud. Schleiden, LL. D., Minister Resident.
Hon. G. Siemens, LL. D., Director Deutsche Bank.
Hon. Theodore Spahn, Counsellor, &c.
Hon. Max Weber, LL. D., Member of the Reichstag and of the Common Council of the City of Berlin, Frankfort-on-Main.
Col. Emile von Xylander, Commander of the First Cavalry Brigade in the Royal Bavarian Army.
Prof. Zittel, Professor of Geology.
This party is in charge of Paul Schulze and R. Goerdeler.

GUESTS FROM ENGLAND.

Earl and Countess of Onslow.
Lord Carrington.
Lord Sudeley.
Hon. St. John Brodrick and Lady Hilda Brodrick.
Right Hon. Sir Arthur Hobhouse, Privy Councillor.
Lord Justice Sir Charles Bowen (Lord Justice of Appeals.)
Right Hon. Sir James Hannen, Member of Privy Council, President, Probate, Divorce and Admiralty Division of the High Court of Justice.
Sir W. Brampton Gurdon, of H. M. Treasury.
Hon. Albert H. G. Grey, M. P.
Horace Davey, Esq., Q. C., M. P.
Professor James Bryce, M. P.
Henry Edwards, Esq., M. P.
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Albert Pell, Esq., M. P.
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Henry B. Samuelson, Esq., M. P.
Francis Buxton, Esq., M. P.
Colonel Alan Gardner.
Rev. S. A. Steinthal, Manchester.
Dr. Louis Borchardt, Fallowfield, near Manchester.
Vicary Gibbs, Esq., of the firm of Anthony Gibbs & Son, London.
R. B. Ebden, Esq., of the Colonial office.
—— McLean, Esq.
—— Bryce, Esq.
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A POPULAR DEALER.

H. Sinsheimer's Piano and Organ Store.

Recently Mr. Sinsheimer, the popular piano dealer, removed from 85 First street to Willamette block on Third street, between First and second. He is agent for all kinds of musical instruments and strings, and is sole agent for the celebrated and world-wide known Decker & Son's pianos and Mason & Hamlin organs. We need not praise these instruments. Their favor with the public shows their superiority, and the large number of instruments sold by Mr. Sinsheimer every year clearly shows that the standard in the northwest is of a high grade. The Decker & Sons' new upright pianos, with improved composition metallic frames, are acknowledged to be the best instruments in the world. Buyers should be careful in making purchases, as there are other instruments bearing a similar name which unscrupulous dealers attempt to palm off as the genuine Decker & Sons' pianos. If you want a good instrument, either piano or organ, call on Mr. Sinsheimer, and you can rely on his representations.

Nice and slow: "Well, slower, papa," cried the little girl, who was trying to keep up with the strides of her papa, "nice and slow."—*Lowell Citizen*.

Use Rose Pills.

THE LETTERS.

We give below extracts from a few of the many interesting letters received from those invited to join the excursion:

From Judge Charles P. Daly, President of the Geographical Society:—I very much wished to accept your kind invitation, having been an earnest advocate for the construction of the road long before it was begun, and having taken great interest in its subsequent history and progress. As a matter of geographical engineering, I was interested, many years ago, in obtaining a knowledge of the large portion of our country over which the road now passes, and having perused the early travels and explorations from Lewis and Clark's, to and including the many volumes of the government survey, I learned enough of the country to know the value of it for settlement, and became convinced of the importance and practicability of a railroad over the whole region of the Pacific. Under these circumstances, you will appreciate how greatly I desired to be present at the consummation of a work in which I had been so long and so firm a believer. It would have been gratifying to have participated personally, in realizing my own prediction made nearly thirty years ago, before the Geographical Society, that a railroad from the head of Lake Superior to the Pacific was practicable and would undoubtedly be built, when there were comparatively few who shared that conviction.

From the Hon. William B. Allison, U. S. Senator from Iowa.—These ceremonies will be of great interest to the country, signalizing the opening of new lines through the states and will develop a vast interior region, rich in pasturage, timber, agriculture and minerals. You and your associates are to be heartily commended for and congratulated upon the energy and enterprise you have shown, in rapidly completing this great through line of communication.

From Austin Corbin, President Long Island Railroad Company:—In this connection I desire to say that I have always looked upon the Northern Pacific enterprise as one of the most important to this country that was ever inaugurated, and no person, outside of those financially interested in its success, can wish it a more hearty God-speed than I do.

From Hon. Geo. F. Edmunds, U. S. Senator from Vermont:—It would be gratifying to be present on an occasion so important to public interests. Although the beauty and magnificence of the country traversed by the Northern Pacific would tempt any one who has seen it to frequent visits, I am compelled by duties that cannot be deferred, to decline. I cannot doubt that the occasion will be most agreeable to all who participate in an event at once beneficent and historic, taking place in one of the fairest, and hitherto one of the most inaccessible parts of the republic.

From his honor, Franklin Edson, Mayor of New York:—It would certainly afford me great pleasure to see the wonderful country that has thus been opened up through the efforts of yourself and your associates, did not the nature of my official duties render it impracticable for me to be absent from the city for such a length of time.

From Major-Gen. Winfield S. Hancock, United States army:—General Sherman and Lieutenant-General Sheridan are both absent and are not expected back till after the date to which your invitation refers. Before he left, General Sherman wrote to me that he desired me to remain at my post during his absence, and I therefore do not feel at liberty to accept any hospitality which would take me away from my official duties here. But for the consideration above mentioned, I should have been happy in accepting your invitation. I am much indebted for your courtesy. The trip would have been an exceptionally agreeable one to me for various reasons, and I therefore feel a disappointment not to be among your guests.

From Hon. Geo. F. Hoar, U. S. Senator from Massachusetts:—It will be an occasion of the most historic interest and importance, and I shall look eagerly for an account of the proceedings, but it is not in my power to avail myself of your kindness.

From Gen. S. Holabird, Quartermaster-General U. S. army:—Were it possible for me to attend, I should esteem it the greatest privilege of my life to witness the complete final success of this enterprise, in which I have taken every possible interest that a citizen and officer can take.

From Wm. Hughitt, General Manager Chicago and Northwestern Railway:—I deeply regret that it will not be possible for me to accompany you on this trip, which, I am sure, cannot fail to delight and instruct those who are fortunate enough to be participants in this excursion. Allow me to take this opportunity to tender you my warmest congratulations on the completion of the great enterprise which has demanded so much ability and energy in its successful consummation.

From Hon. J. Proctor Knott, Governor of Kentucky:—Having been just elected to the office of governor, I am obliged to attend to a variety of matters before my inauguration, which is to take place on the 4th of September, I am sorry to have to say that it will not be in my power to accept the very complimentary invitation, for which I beg leave to tender my sincerest thanks. If circumstances permitted, I assure you, I should be most happy to do so.

From Hon. William Lawrence, First Comptroller of the United States Treasury:—I have looked upon this great enterprise as one of incalculable benefit to the whole people of the country and, indeed, to those of other nations.

From Hon. John Sherman, U. S. Senator from Ohio:—Nothing could give me greater pleasure than to join with you in the ceremonies proposed to celebrate one of the most important events in the growth and progress of the country, and especially as it would enable me to renew an old acquaintance, but I have many political engagements that I do not feel at liberty to break, which will compel me to remain in Ohio during the time stated. It is my great loss and disappointment, for I have a sufficient knowledge of the country traversed to appreciate the enormous value of the road, not only to that region, but to the United States and the world. I heartily congratulate you for your connection with such an enterprise and for your personal success.

From Hon. Wm. D. Kelley, Member of Congress from Pennsylvania:—There is something peculiarly attractive to me in this invitation, for it announces the completion of a work in behalf of which I labored enthusiastically almost forty years ago and for the success of which I have striven, as occasion permitted, during half my life.

It is probably not known to you, nor possibly to any holder of the securities of your company, that I am the sole survivor of the promoters of the first movement for the construction of a railroad "from the base of Lake Michigan to the shores of Puget sound." The remarkable man who inspired me with confidence in what was regarded as a visionary scheme, was Mr. Asa Whitney, who recently died, at a great age, in Washington, D. C.; and among my co-laborers was my friend Josiah Randall, Esq., father of my present colleague, ex-Speaker of the house Samuel J. Randall.

That early movement in behalf of the enterprise which you have now brought to a successful issue failed for want of popular faith in the practicability of constructing a railroad over the Rocky mountains. I am happy to say that my faith never wavered, as may be seen by reference to an address, entitled the "New Northwest," which was largely circulated in 1868 and was afterwards published in a volume issued by Baird of Philadelphia in 1871, entitled "Speeches, Letters and Addresses of William D. Kelley."

It has, moreover, been my privilege to give congressional support to every bill which proposed to bind together more closely the states bordering upon the two oceans, and to connect the interior states with the commerce for which these should be the entrepots. In 1869, with my colleagues of the committee on ways and means, I made a tour of inspection of the Union and Central Pacific railroads, in the first sleeping car which ever traversed the continent from Philadelphia to Sacramento.

You will, my dear sir, in view of these facts, believe that the regret with which I decline your invitation is heartfelt. The condition of my health, however, while it forbids my attempting to make the proposed journey at present, is marked by so steady and appreciable a degree of improvement as leads me to believe that, should so much of your invitation as refers to a trip over your road, including a visit to the Yellowstone country, be repeated at the close of the next session of congress, it could then be accepted.

Meanwhile, pray believe me, with as much pride in the successful completion of the Northern Pacific railroad, the "visionary scheme" of my early manhood, as you who have completed it can possibly feel.

From Hon. M. R. Waite, Chief Justice of the United States:—I wish it were in my power to accept. My engagements however, are such as to compel me to decline. As I have just returned from a trip over the road as far as Helena, I am able to realize the importance of the great work which is so near its completion.

From J. Walter, M. P., proprietor of the London *Times*:—I regret exceedingly that I am unable to avail myself of President Villard's invitation, as I have engagements at home at this time which will prevent my leaving England. I hope, however, that a year or two hence, I may be able to cross the Atlantic once more, and see the wonders of the National park and other places which I have not yet visited.

From the Hon. Wm. A. Wheeler, ex-Vice-President of the United States:—From the time when, as chairman of the committee on Pacific railroads, in the house of representatives, I championed the cause of the Northern Pacific railroad, I have watched its progress with great interest, believing its completion to be fraught with more of benefit to our country than any like object to which the government has ever extended its aid.

From E. F. Winslow, President New York, Ontario and Western Railroad Company:—I take this occasion to heartily congratulate you upon this timely and promising "beginning of the end" of your great efforts, persevering and eminently successful, to unite the great lakes with the Pacific coast, by means of a new transcontinental line.

From C. St. A. de Bille, Danish Minister and Consul General for the United States:—From what I saw on my travels over the eastern half of your line last fall, I fully appreciate the vast importance to the great northwest and the whole country of the event you are going to celebrate, and from what I have then and since learned as to the history of the Northern Pacific railroad, I entertain the highest admiration for the pluck, energy and ability that saved the once-wrecked concern and has now led it to a splendid success.

From Hon. J. N. Dolph, Senator from Oregon:—I accept the invitation with much pleasure and hope to witness the ceremonies commemorative of what will be the greatest event in the history of the northwest, namely, the connection of that region with the railroad system of the United States. I congratulate you upon the complete success that has crowned your efforts as president of the company.

From Henry Failing, Esq., of Portland, Or.:—I congratulate you upon the near completion of a work of such importance to the entire country, but especially to this northwest coast. I feel assured that the people here, who have waited for so many years for its consummation, will not forget that its completion thus early is due to your efforts, and, I trust, that those who follow and people this region of our country will not fail in future years to remember your kindness and credit your merit.

From Hon. S. J. R. McMillan, United States Senator from Minnesota:—The influence which the completion of the great road will exercise in the development of the resources and the increase of the commerce of this country is not appreciated by many, and is not overestimated by any of our people. The foresight, ability and energy of your administration of the affairs of the company which have hastened the completion of the road so much, have been worthily bestowed upon this great enterprise.

From Hon. J. Gregory Smith, ex-President of the Northern Pacific railroad:—It will afford me extreme pleasure to witness the consummation of an enterprise which, for many years, I had so earnestly at heart and for the completion of which you are entitled to so much credit for your courage and persistent effort.

From Hon. Joseph P. Bradley, Associate Justice of the United States Supreme Court:—I shall not be able to accept the invitation, but offer my best wishes for the success of the ceremonies and for the future prosperity of your gigantic undertaking. Who would have believed twenty-five years ago that the present century would witness not three or four but even a single line of iron rails connecting the Atlantic and Pacific oceans across the broadest part of the continent!

From the Hon. Abram S. Hewitt, Member of Congress from New York:—I regret exceedingly that my departure for Europe will deprive me of the pleasure of joining in this great celebration which I am glad to see you propose to make upon a scale worthy of the magnitude of the enterprise, and the future growth of the region for which you have provided an outlet. I regret my inability the more, because the visit I paid to Dakota last year was a positive revelation as to the capacity of this country to feed the world. From what I learned the country beyond the Yellowstone, and particularly the state of Oregon and Washington territory are equally endowed with sources of wealth, which your line will make available for the commerce of the world. I congratulate you upon what you have accomplished, and I felicitate you upon the promise of prosperity which is held out to you in the measureless resources in the region which you traverse. But above all, I think this the benefaction to mankind at large should fill every heart with gratitude to the higher power, which has inspired you and your associates with the courage and perseverance to complete the enterprise in the face of difficulties that seemed to the ordinary mind insurmountable. I feel a special gratification in the result, because, nearly forty years ago I assisted, so far as I could the efforts of Whitney to develop this fertile region, which he said would be the "garden of the world," but which others declared to be a desert filled only with rocks and ice. Whitney died in poverty, and during his lifetime was ridiculed as a madman. The success of your enterprise is his vindication, and I trust he will receive suitable recognition by naming after him one of the great stations on the line, or, by a monument at the summit erected in his honor as the projector of the enterprise.

DAVID COLE.

His Extensive Stove and Tinware Establishment.

In issuing a paper devoted to the dissemination of all the incidents pertaining to the grand new era just dawning upon the whole northwest, and Oregon in particular, it will not be out of place to make mention of some of the foremost business men who for years have been located in Portland and who have made their impress upon the business affairs of the city. There are many deserving of favorable mention, both for their energy, push and integrity, as well as for their public spirit in all matters pertaining to the advancement of the city. Of these none are deserving of more special notice than David Cole, the enterprising merchant and manufacturer, and dealer in stoves, tinware, household utensils, etc., etc. His popular establishment is located on First street, No. 192, between Yamhill and Taylor, and is constantly thronged by an intelligent class of buyers who have long recognized that at his establishment everything in his line can be purchased there at less price than at any similar establishment in Oregon. The question might arise right here as to how Mr. Cole is enabled to sell cheaper than other dealers in the same line of goods. Well, it is easily explained. He is a cash man; that is what he buys he pays for cash down. This gives him immense advantage over those who are running on the credit system, as cash buyers from factories receive the very greatest consideration these times, and goods of every description are laid down to them at prices which enables them to undersell every one who deals on the credit system. Besides, he is a manufacturer himself, and produces at his establishment every year tens of thousands of dollars' worth of goods in his line. In fact, his own manufactured goods are widely known throughout the northwest and eagerly sought after by housekeepers everywhere. His stock of stoves and ranges comprises the most celebrated inventions in that line, and many a housekeeper is made happy by the possession of one of these from his popular establishment. In parlor stoves he is in the lead. One has only to visit his store and ware rooms to be convinced that no other establishment of similar character contains anything near so attractive a stock as the one which greets the eye there. In the matter of table cutlery his stock is complete. Every assortment is represented, and no matter how critical one may be there is no difficulty in finding a choice among the varied stock which he carries. In kitchen and all other household utensils Mr. Cole excels all others in the large quantity, varied assortment and newest designs and inventions which he constantly carries in stock. In fact, he is a representative man in his line of trade, taking care that he leads instead of following in all which pertains to his calling. We have but to add that if anyone wishes to examine a stock which is complete, the most varied, the most substantial and durable, comprising the latest inventions, and withal the lowest in price, you must go to David Cole's, No. 192 First street, and our word for it, you will find we have spoken the truth.

What they are here for: "May I have the honor to conduct your daughter to the supper table?" asked a society gentleman of a lady from the country, who is staying with some friends whom she is visiting here in Austin. "May you take her to supper!" was the response; "why of course, and you can take me, too. That's what we came here for."—*Texas Siftings*.

Use Rose Pills.

PORTLAND.

Concluded from third page.

volume some special branches even reaching 50 per cent. The wholesale trade of Portland was last year in round numbers $40,000,000, a sum total probably never excelled by a city of similar size in the world. The boundaries of this trade has been extended, and in a large number of instances our local dealers have successfully occupied fields formerly held by San Francisco houses. The imports of the year were largely in excess of any previous one, and our exports showed an increase but little less in proportion. We imported $23,126,481 worth of commodities, of which $21,197,865 were from San Francisco and other domestic ports, and $93,114 from all foreign ports. A noticeable feature in these stats is the fact that harness and saddlery, furniture and several other articles were brought here in very small quantities, although the actual sales of these articles figure largely in the jobbing trade. This seeming discrepancy is accounted for by the fact that home manufactures have supplied the demands of customers with perfect satisfaction. Our exports in 1882 to foreign countries were $9,473,476, an increase over those of 1881 of $2,411,940. Of this amount wheat, flour and salmon comprehended all but a few thousand dollars. The domestic exports were $5,892,952, and total of all exports $15,306,381, or nearly $7,000,000 less than our imports. The destination of breadstuffs shipped from Columbia river has been almost without exception to European countries, while considerable lumber has been sent to China. A growing trade is springing up with the latter country, fostered by the recent establishment of a regular line of steamships between Portland and Hongkong. Real estate transactions for the year were much larger than ever before, reaching the surprising figure of $1,684,73[illegible]. The salmon pack and shipments, presented a gratifying phase, however, as the direct foreign exports were greatly increased over preceding years, San Francisco having taken our product heretofore very largely, and exporting it from their port. The salmon exported to foreign countries direct during 1882 amounted in value to $3,211,209, while the amount going to San Francisco was but $817,912.

Besides the above figures, comprehending the more important matters in which every resident of the northwest is interested, may be mentioned the internal revenue collections of the partial year from May 1 to December 31, amounting to $44,940. The city expended in the improvement of streets $364,[illegible] or $79,000 in excess of 1881, a sum almost half as large as the great city of Chicago expended for the same purpose. East Portland has also paid out a large sum for this object during the year. In fact the material growth of Portland was fully 50 per cent in nearly everything that tends to make a city prosperous.

During the current year the whole country has been stirred to its center by the spirit of enterprise, and Portland, as its focal point, has progressed with tremendous strides. New enterprises of a hundred kinds have been established during the year and long established enterprises have grown beyond precedent. Building in Portland has been carried on with unceasing activity, and it is confidently thought that by the close of the year more than $2,500,000 will have been added to the permanent wealth of the city by building alone. Our population at present is about 34,000 or 37,000, if East Portland and Albina, properly part of Portland, are taken into account; and we are receiving new population at about the rate of 1200 per month.

Portland holds the business of the country, not so much through her control of wealth, great as it is, but through her unrivaled position. She is at the point where the great water highways of the country and its railroad lines meet. She cannot but continue prospering and to prosper.

ALBINA.

The Queen of Portland Suburbs—Its Future Assured.

The completion of the Northern Pacific railroad, together with other railroads constructed and projected, all converging at Portland, assures beyond doubt the future of this city. The expenditure of millions of dollars in the construction of great terminal improvements at Albina, also assure the future of that town. Only those who have of late visited Albina, fully realize the great work which is being accomplished there.

The foundations are being laid for the most extensive car and machine shops on this coast. Work is also progressing on the great grain elevator which is to be nine stories high, and which will cover the largest area of any building this side of the Rocky mountains. The car shops building will be 400x150 feet, in which alone 600 or 800 men will be employed. The brick round and machine shop is 300x90, and the foundry equally as large, while the round house, freight houses and other buildings now under construction by the Northern Pacific Terminal Company will be immense structures. A long time, when all these are finished and the work of manufacture will have commenced, no less than 3000 men and mechanics will be employed constantly at Albina by the terminal company alone. There is no shadow of doubt but what real estate will advance rapidly there within the next few months, and as there are several tracts which are now being sold on installments at very low prices, we would advise everyone who has the means to secure lots or a tract, if possible. One tract in particular—the M[illegible] tract, is very desirable, and fortunately located being situated about half a mile north from Albina ferry, 600 feet from P. T. Terminal Company's east line, 1100 feet north from machine shops and car works, 600 feet east from O. R. & N. Co's railway track, 2000 feet from Willamette river, O. R. & N. Co's depot, warehouses, elevator and N. P. R. R. buildings. To encourage and aid the Holladay Railway Company to construct its railway from Front and Morrison streets, along the route and during the life of its franchise—to Albina ferry to the corner of the tract—lots for a limited period are offered at very low prices ranging from $100 to $400. Terms of sale: One-fourth, or more cash, balance quarterly. By agreement at time of purchase, payments may be made in ten or more monthly installments. Interest on deferred payments, 8 per cent.; 6 per cent. off for all cash.

We regard Mr. [illegible] as one of the most beautiful and accessible suburban properties in the market, and the property located that will treble in value within the next two years, and therefore do not hesitate to advise our readers to purchase.

CURIOSITIES OF INSANITY.

The Experience of a Man Who Lost His Reason and Afterwards Recovered It.

Popular Science Monthly.

The first that I remember of my attack was while I was riding in a railroad car. It seemed to me that the passengers in the forward car were getting up amateur theatricals. The fact that this did not surprise me nor appear at all out of place illustrates one curious feature in insanity, and that is its close similarity in many respects to dreaming. For, as we well know, the strange phantasmagoria presented upon most of our dreams never strikes us as at all astonishing, illogical or contradictory, because the critical faculty in sleep is partially, and perhaps wholly, dormant. And so also is it in insanity. And, as a sound or touch will suggest or give direction to an ordinary dream so everything that occurs within the sight or hearing of the insane man affects his dreamlike ideas and actions. When the insanity is complete, he is a somnambulist. And when a patient comes to himself after having been insane he feels as though he had been having a long and sometimes very unpleasant dream. Some of my delusions were of a frightful character, and resembled a nightmare more than anything else but more frequently were they humorous. Disagreeable, of course, it seemed strange to me afterward that I could have been carried away by such absurdities. At one time I thought that the end of the world had come, and that being at judgment I was at [illegible]. This is somewhat remarkable because I had not for years been a believer in the scriptural prophecies relating to these two events. Nor had I any faith in the doctrine that there is a literal fire; yet in imagination I visited that place of torment and witnessed the tortures of the damned—without, however, getting scorched myself. Some strange conceits I had come across in books occasionally [illegible]. I saw men whose souls had been taken from their bodies, leaving behind the intelligent personal identity—an idea suggested by the one described in Bulwer's "Strange Story." Again I thought that demons occasionally took possession of human bodies after death; and this fancy I must have got from a dramatic work by Bishop Coxe entitled "Saul," in which the evil spirit sent to trouble Saul is unfortunately reanimated and took possession of the body of a priest whom Saul had slain. I mention these instances as serving to show the dream-like character of insanity.

THE NEW HARDWARE STORE.

R. C. Dale & Co.

R. C. Dale & Co. have just opened a new and elegantly equipped hardware store at No. 161 Third street. This will be a great convenience for the people of Portland, as there is not a store of the kind west of First street excepting at the extreme north end of the city. Mr. Dale is a man of long experience in the business, having for many years been leading man in the great house of Baker & Hamilton of San Francisco, and three years with D. M. Osborn & Co. of this city. The store which he has fitted up here is in evidence of his experience, taste and capacity for the business. The stock is very conveniently arranged, having one thousand drawers on each side of the store. They contain each a different article of goods, which are thus kept by themselves, properly classified, and a sample is placed in front of each drawer in plain sight, so that a customer can see exactly what he wants and the price can be fixed in a moment. All other departments of the store are equally well arranged, and the stock carried is complete in every line. We doubt not that the firm will become the most popular in Portland, because it is their interest to keep the best varied stock, and only the best class of goods, which they propose to sell at prices which are bound to sell them in large quantities. Mechanics will find it to their advantage to call on him and examine their fine stock of mechanics' tools of which they carry every variety. Don't forget the No., 161 Third street, between Morrison and Alder street.

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From all the housetops we hear claimed that we shall henceforth be to the commercial centers of the States; that Oregon and her sister Territories will no longer be simple depen of her southern sister, California; tha thrift and industry will no longer swe coffers of San Francisco middlemen, that we shall taste the fruits of our ourselves.

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The Daily Oregonian.

SUNDAY MORNING, SEPT 9, 1883.

UNDER THE APPLE-TREE

Shake shake the branches
Make the beauties drop
Pity 'tis the reddest ones
Are always at the top
Oh what a merry chime
Sing all together!)
Trip in time and sing a rhyme
In the autumn weather

Shake shake the branches
Gather every one.
Rosy-golden rogues they are
Ripening in the sun
Granny holds his apron white
Sing all together)
Fire bright will roast 'em right
In the autumn weather

Shake shake the branches
Down down they fall
We're to have a bun apiece
If we gather all
Now we're marching home again
Sing all together)
Let the rain fall amain—
We'll not mind the weather

St. Nicholas for September

THE WIDOW LOCKERY.

I made her acquaintance at an old settlers' reunion. The club which held its yearly meeting at Gershom was composed of the survivors of pioneers of 1833. All persons who either as adults or children had settled in the district opened by the organization previous to or during that year were entitled to enrollment.

I was spending the summer with a friend who called herself an old settler by marriage. Her husband, Colonel Hugh Hastings, had come into the wilds with his parents at the age of two years and so had grown up with the country in a literal sense. They lived at Barban, on the line of the one railroad which traversed the county. Gershom, the county seat, was six miles distant.

It was arranged on the morning of the reunion that my friend Marian and I should drive over early with the children and spend the entire day. The colonel kept a saddle horse and would follow in the afternoon.

We started in the dew, yet when we reached Gershom the village was all astir. At 10 o'clock the beautiful picnic grounds on the bank of the Shekobee lake were swarming with the population of many townships. The Old Settlers proper were not a numerous band but their assemblies had come to be gala days with the entire community.

Passing among the groups gathered here and there, we caught bits of characteristic talk. A group of men were discussing wheat prospects. They seemed to belong to that class in whom the uncertainty of the farmer's hope had become a condition of chronic foreboding. One said the wheat was too strong and would all be lodged before harvest. Another thought the heavy rains would produce rust in the grain. A third predicted a hot dry time that would cause it to "fire at the root."

"How does your wheat look, Dave?"

The question was asked of a tall stoop-shouldered fellow who had been listening to the rest and saying nothing.

"Dunno 'f I know," was the reply. "I sowed in good time and good style last fall, and I hain't looked at it since. Lookin' does no good for growin' nuther."

Old Seth Householder has been a remarkably good shot in his time. We paused in our saunter to hear him tell about it. He was a grotesque old man with yellowish curling hair hanging over the collar of his clean calico shirt.

"I presume there's a good many old fellers here," said he, "that minds about the doggery Jack Sloan kep' over on the old state road. He kep' a little stock of grocery too, and at onct in a fortin' he'd hev a shootin' match. He'd put up bundles of tea and terbacker and sugar, and we'd shoot for 'em. Well, one afternoon in the beginning of winter—it was the 31st of December if I mind right—Hank [illegible] … was just seventy three of them packages, and when the match was out and Hank told over, all but four was marked S. H. Yes, that was rather fair shootin'. I was pretty handy with a rifle them days. Yes, gentlemen, it's all in the [illegible]. There's where it lays."

The band began playing on the rostrum and the multitude moved toward the music.

Should auld acquaintance be forgot
And never called to mind?
Should auld acquaintance be forgot
And the days of auld lang syne

The sweet horns seemed to speak the very words.

There was roll call answered to in voices ranging from the robust mellow tones of middle age to the feebler quaver of the octogenarian. A brief biographical obituary of a late member was read. Then the orator of the day was introduced. After the speech came the basket dinner under the trees. The afternoon was devoted to music and story-telling. A venerable Methodist preacher gave an account of his own circuit-riding in the early days. A [illegible] banker recalled the fact that he had come into the country at the age of sixteen as chain-bearer in a surveying company. An old farmer named Manning arose.

"I was the first white settler in Deer Lick township. Things was middlin' onhandy long at first. What would you fellers think now of drivin' sixty miles for a bag of seed wheat and two bushels of potatoes? I did that in '37—druv it with oxen, too. It was powerful hard work clearin' up my land—timber so heavy and help so scarce. I had one hired man that done me a heap of good. He was only a boy, but he was a good one—strong fisted and keen-witted. He'd chop all day and study his books till ten o'clock at night. He's here to-day, friends, and maybe some of you know who I mean. It's Judge Tazewell there on the platform. He split and laid up the rails that fenced my first farm. He's been to congress since, and I must say he's been as honest a law-maker as he was a fence-maker. I propose three cheers for the rail-splitter of the old tenth district."

They were given with energy and Judge Tazewell came down and shook hands with old Eli Manning.

The president of the club then asked how many of the assembly had any personal recollection of a two days' hunt for a lost child in the autumn of '41.

"Answer Sunday school fashion," said he.

About half a dozen hands went up.

"Is the Widow Lockery here?" he next inquired.

"I reckon she is," came the answer in a woman's voice from somewhere in the crowd.

"Mrs. Lockery," continued the president, "found the lost child, and if she will tell us all about it, I for one will be much pleased. I have a vague impression of the terror which the event produced and the excitement it aroused in my childish mind, but I do not remember ever having heard the occurrence fully described by one who took part in the search."

He glanced again in the direction whence came the prompt response and sat down.

A tall, straight woman rose from her seat, walked slowly down the aisle between the rude benches and took a position facing the people. She seemed in no hurry to begin her story, but deliberately took off her starched bonnet and laid it on the grass beside her. She was the most remarkable personage I had seen that day. Though fully 70 years old she was erect as an Indian and gave one the impression of great physical power. Her iron grey hair grew low on her forehead and was gathered into a great shining knot at the back of her head and held in its place by a brass comb. Her complexion was swarthy and her dark eyes were shaded by darker brows, which almost met over her prominent aquiline nose. Her lips were firm, and her whole face had an expression of unspeakable sadness.

"Friends and neighbors," she began, and all at once I found myself smiling as I observed her in doing. Never before did human [illegible] so quickly transform its expression. The dark eyes twinkled, the corners of the mouth gave a humorous curl, the lips parted and revealed a double row of perfect teeth, gleaming with drollery, and the whole changed physiognomy was laughing.

"Friends and neighbors, seein' as how Mr. [illegible] has kind of give out that I'm the heroine of this tale o' terror, maybe it would sound [illegible] for some one else to tell it. So much for preface.

"It was Benjamin Nyfer's child that was lost. He started one mornin' in October to get a grist done. There was no mill nearer than [illegible] on Taylor's Fork, twelve miles off, and the way roads was then it would take him long into the night to get home. Their [illegible] year old took a notion to go 'long, but his pa wouldn't let him. [illegible] the poor little fellow in the mornin' cryin' to go, but when he started the boy just follered the wagon and bawled to be took in. The other young ones told me this, and his careless mother, instead of [illegible] him into the house, fryin' him a dough[illegible] him five or six yards of tow drivin' lines, just went on about her [illegible] and paid no 'tention to him till he was a clean out o' sight. 'Long towards noon Mary Ann Nyfer, the oldest gal, came over to my house lookin' real scart and said Sammy was lost. He'd follered his pa a ways in the mornin' and hadn't come back. I says right away, 'He's all right. Your father's give in to his yellin' and took him long.'

"But the gal shook her head and remarked, 'Father never gives in to nuthin'. He's druv him back and Sammy's lost.'

"I went home with her and found Luke Wilson there. We three families lived purty close—all within a mile. Luke thought just as I did, that Nyfer had took the boy along, but the mother and Mary Ann seemed to doubt it. Wilson said he'd go down the road and stop at Bell's and Harder's—maybe little Sam had stopped to play. Well, he didn't find him, and the good feller hoofed it on till he met Nyfer three or four miles this side the Fork. There was no Sammy with him. He said the child had turned back at the big shingle-tree stump about a mile from home.

"When Ben druv up to his house there was quite a company of the neighbors there waitin' to see if he had the boy. A search was started that night with lanterns and kep' up till mornin'. Word was sent far and near, and before noon the next day three townships were on the hunt. Horns was blowed, bells rung and the poor baby's name called in hundreds of voices. The woods and swamp was scoured and every brush heap and holler log peeked into.

"The search lasted another night and another day, till in the afternoon some began to give out, myself among the number. I went home and throwed myself onto my bed with my clothes on and slept as I never slept before. About 10 o'clock that evenin' I woke up sudden, just as wide awake as I am this minute. My mind seemed uncommon clear and quick. That child can't be far away, I thought. He's been with the rest to the blackberry swamp this summer. The trail leadin' to the swamp leaves the main road not far from the shingle tree stump. I'd often heard that lost children would never answer a call when called, but at night when everything was quiet they'd cry and make a noise. It seemed as though the hull kentry had been well sarched, but I still believed he was stickin' somewheres in that huckleberry marsh.

"Now I don't want anybody to think I was a heroine, for I wasn't. I think I felt more sorry for Rachel Nyfer because I'd had a dislike to her for quite a spell. It growed out of an egg trade. I wanted a settin' of goose eggs; she had some and said she'd let me have a dozen for two dozen hens' eggs. Well, we traded, and I s'posed it was all right till one day she come over and said she thought she orter have another half dozen eggs, for she'd opened a goose egg shell and then broke two hens' eggs into it and *it wasn't quite full*. 'Twould have held easy half another egg. I counted out six eggs and she lugged 'em home, then I told Miss Luke Wilson and one or two other women that I was purty thick with, and we made no end of fun about it whenever we got together.

"I didn't like the general make-up of the woman. She had five purty children, but she didn't seem to take no kind o' comfort with 'em; just pushed 'em one side and druv ahead with her work. She and Nyfer both seemed to think all the duty they owed their young ones was to make 'em mind from the word go, and dig away like all possess, to make property for 'em. But I was there that evenin' when Ben came home without the boy, and I saw 'em stand and look in each other's faces like the end of the world had come and neither one could help the other. Then she went about puttin' a bit of supper onto the table, but when she set out Sam's little tin plate and mug, all the mother in her broke loose and she flung herself down shudderin' and sobbin' in a way I'll never forgit. Well, seein' as how I'd kinder misjudged the critter for havin' no heart, I felt pushed to make one more try for that poor lost kid o' hern, so I jumped right up and said out loud,

"'With the Lord's help, I'll find him yet.'

"I lit my lantern and shaded it so it let just a little light down onto the ground. Then I went over the road just as I guessed the boy had done, turnin' off at the trail at the big [illegible] oak stump, and took right down to the swamp. There I stopped and listened still as death. Sure as there's mercy for us all at [illegible] I heard him almost right away.

"Oh ma! Such a pitiful call! Then he cried and whimpered, very weak, like his breath was most gone and his heart most broke. I followed the sound and found him easy. He was mired to his armpits in mud and water. I couldn't at first see how I was to get to him. There was the body of a big walnut tree lyin' back on the hard ground and the bark was loose. I pulled it off in slabs and throwed 'em onto the hummocks, and so bridged my way out to that little yaller head. He struggled wild when I first pulled him out, then gave up in a kind of faint. I carried him home in a hurry. There was still a good many people at Nyfer's. They made some milk warm and put a taste of liquor in it and forced a few drops down his throat, as you would do to a chilled lamb on a winter's mornin'. He was bathed and rubbed and wrapped in soft flannin and laid in the baby's warm nest afore the fire. Nyfer and his wife stood lookin' down at him.

"'Rachel,' said he, and she looked up, her black eyes a swimmin' and her face all a tremble. Then he took her in his arms and held her close—'Rachel, we ain't loved one another enough, and we ain't loved our children enough. There's [illegible] that's better'n money and land, and for the rest of our lives we'll try and keep holt of it.'

"And I believe they did. The little boy had a fever, and he came out all right at last. Mrs. Nyfer died about five years after that, and he took the family and went back east. Of course I wouldn't have told this story just as I have if any of 'em had been around."

The people had listened closely, and when Mrs. Lockery put on her bonnet and resumed her seat the hush was so profound that we could hear high above our heads the twittering clamor of a nest of young tanagers to whom the mother bird had brought a worm.

The next to address the assembly was a noble looking old man with silvery white hair. It was Luke Wilson, or Squire Wilson as he was generally called. He had a firm intellectual head, and when he spoke his language was correct and well chosen.

"The Widow Lockery," he began, "has disclaimed all right to the title of heroine. Do not let the verdict be rendered till I have finished what I am about to relate. My friend and neighbor for forty years will, I know, pardon me if I for once lift the veil from a passage of her experience to which she seldom alludes, and of which many in this audience have never heard. Nothing has been told here to-day—nothing could be told more strongly illustrative of the courage and endurance of the pioneer spirit, at least of the spirit of one brave pioneer.

"One winter evening, many years ago, a stranger presented himself at the cabin of Thomas and Ruth Lockery and begged a night's lodging. He was a Canadian, completely tired out and far from well. Neither Lockery nor his wife had it in them to turn a sick stranger from their door, so they gave him supper and a bed. The next day he was unable to rise, and before night he broke out with smallpox.

"The following morning, when I went out to feed my cattle, I happened to look toward Lockery's and saw on a sharp rise of ground about half way between the two houses a woman standing and beckoning to me. It was my neighbor there, and I went toward her, but while I was some distance away she halted me and told me in a few words about the man with the smallpox, and charged me to watch the road and warn the community. She told me she had been inoculated and would not take the disease, but she feared for her husband and children. That day I rode eleven miles to the nearest doctor. His wife cried and would not let him go. He read his books for an hour while my horse rested, then he made up a package of medicine for me and I started back. I left the medicines and stimulants on the scrub oak hill, and Tom came and got them.

"As Ruth had feared, her husband and their two children were taken down. Several out of the nearer families then offered to take all risks and help her nurse her sick, but she firmly refused their assistance.

"'I can get along alone,' she would say from her post on the hill. 'The Lord gives me strength for all I have to do, and this horror must not spread.' Everything she needed was furnished promptly and abundantly, and this was all she would suffer us to do. The stranger had the disease in its mildest form, but Lockery and the little boys, Amos and Willy, were hopelessly bad from the first. One morning the poor woman called to me that both the children were dead, and told me to have two coffins brought to the hill that evening at dusk. George Giles and I dug a short wide grave at a spot on the place which she designated, and that night she took those coffins to her cabin, put her children into them and buried them with her own hands. One morning some three weeks later, as I went out of my house just at daybreak, I saw Mrs. Lockery waiting on the hill. She looked changed and bent, and her hair was loose and flying in the wind. I can see it all now. The sky was such a clear, pale gray, and she looked so dark and wild against it. I ran to my old post, from which I had hailed her daily for weeks.

"'Thomas died at midnight,' she called. 'Make his coffin as light as possible to have it strong enough.'

"Then I shouted back,

"'Ruth Lockery, you have done enough. Giles and I will come to-day and bury your dead.' At this she threw up her arms and uttered an awful cry.

"'Don't do it, for the love of God! I've gone through this alone that no other place need be desolated as mine has been. Don't let it be for nothing. It shall not be for nothing. If a man or woman dares to come near that awful house I'll draw my rifle on them!'

"The Canadian was by this time well enough to render her some assistance, and together they coffined and buried poor Tom. They drew the body over on a stone sled over the snow and laid it in the new grave beside the other.

"The next day we saw a red flame shoot up through the timber, and we knew Ruth had fired her cabin with all the little effects it contained. There wasn't much, to be sure—nothing that she valued after what had gone before. We left a pound of sulphur and two suits of clothing on the hill by her orders. The stranger got into his fresh garments after [illegible] smoked them well. Then she cut his hair short and rubbed his head with sulphur till, she said afterward, she knew he'd carry the scent into the next world with him. He took a gun and a pouch of provisions and went away, promising solemnly to [illegible] for no human habitation for at least a month.

"The weather had turned very mild. It was the last of March, and Mrs. Lockery begged us not to ask her for a little while longer. She built herself a wigwam of poles and bark. We took her some bedding, and for three weeks she lived out of doors. Then she changed her clothing again and came among us, pure enough, we thought, to mingle with the angels of heaven. The people got together and built her another house and furnished it with every thing for her comfort. She lived all alone [illegible] years, a brave, cheerful, actively helpful life. Then she adopted a friendless babe, whom she reared to womanhood and who is now well married and gives to Mrs. Lockery in her old age a child's love and [illegible]."

Old Settlers' day, with its June glory of greenness and brightness, was drawing to a close. At 5 o'clock the bustle of breaking up was at its height, and a murmur of general talk and friendly leave taking was heard everywhere. We were examining the society's museum, which was on exhibition under a tree near the speakers' stand. Glancing up, Marian saw Mrs. Lockery standing quite near. She shook hands quite warmly with the old lady, as I did also upon being introduced.

"We were looking at those Indian hatchets and ornaments," I remarked. "I suppose they were picked up in this vicinity?"

"Yes, mostly," said the widow. "The Pottawattamies used to have a camp on Slater's creek, and about half way between here and Barban. I'd like to show you something I found over on the old traders' route once, where I was huntin' a stray yearlin'. It's a queer old knife, and it's in this chist somewheres, for I gave it to Mr. Evans for the museum."

Just then she spied it and brought it forth. It was a long French dirk of the finest steel. The handle, a mere shell of silver filagree, had doubtless once been filled with ebony or other precious wood, long since rotted away. On one side was a tiny plate bearing in minute lettering the inscription

Jean Delore, Bordeaux, 1760

Colonel Hastings came up and informed us that our phaeton was awaiting us. We bade good by to the old lady, not however before she had given Mrs. Hastings and myself a cordial invitation to make her a visit.

"Come soon," she urged. "We have [illegible] strawberries now, and you never see the like of [illegible] green peas and radishes."

As we were driving home Marian said:

"We must surely accept Mrs. L[illegible]'s invitation. She affects one like Shakspeare and Dickens. After spending a day in her company you can hardly tell whether you have laughed or cried [illegible]."

—*Anne [illegible] in Continent, August*

THE LEADING MUSIC HOUSE

The Magnificent Establishment of D. W. Prentice

The leading music house on the North Pacific coast is that of D. W. Prentice. He started in business here about six years ago, [illegible] taking the lead in everything which pertains to music, and has maintained it from the first up to the present time, with every prospect of continuing to do so for all time to come. His trade has grown with the development of the country until it has reached enormous proportions [illegible] in the northwest. In the selection of his immense stock [illegible] exercises the greatest care, [illegible] knowledge of the business and a rare judgment as to the wants of the trade [illegible] successfully manage the purchase and sale of the thousand and one articles which comprise a complete stock of a first class musical establishment [illegible] everything [illegible] to be found first at his store. [illegible] instruments [illegible] adorn his show cases and shelves [illegible] which are down [illegible]. He is sole agent [illegible] northwest for the [illegible] piano, the Weber [illegible] the Estey organs [illegible] and has the Sterling organ [illegible]. Prentice leads in all things in the music line. His stock is the largest, his sales are largest, his pianos superior to any others, his organs unequaled, his stock of sheet music the most varied, his store the most elegantly arranged and his prices the lowest of any other house on the north Pacific coast. In mentioning these things we cannot but feel that Portland is fortunate in having such business men within her limits. The reputation of a city is made by just such pushing, energetic men, and we doubt not but D. W. Prentice will maintain first place in the musical world of Portland as long as he continues in the business. He has come to stay, and that with him means to stay in the lead. His number is 107 First street, between Stark and Washington.

ROBERT BURNS

Wild heather bells and Robert Burns!
The moorland flower and peasant!
How at their mention memory turns
Her pages old and pleasant!

Not his the song whose thunderous chime
Eternal echoes render—
The mournful Tuscan's haunted rhyme
And Milton's starry splendor!

But who his human heart has laid
To nature's bosom nearer?
Who sweetened toil like him or paid
To love a tribute dearer?

Through all his tuneful art how strong
The human feeling gushes!
The very moonlight of his song
Is warm with smiles and blushes!

Give lettered pomp to teeth of time,
So "Bonny Doon" but tarry;
Blot out the Epic's stately rhyme
But spare his Highland Mary!

—*John G. Whittier*

CANDY FACTORY

An Enterprising Firm.

In the front rank of business men of Portland is noticeable that energetic firm of Bernheim & Alschul, manufacturing confectioners, located at No. 84 First street, between Stark and Oak. Since they purchased the business they have greatly increased the trade of the establishment. This they have accomplished by manufacturing a superior article of candy and exercising that energy and push which characterizes so many of our leading business men. The superiority of many of their specialties is attested by the fact that their capacity for manufacture is taxed to the utmost limit. Orders are received from all parts of the northwest, and retail merchants are fast growing to the knowledge that they can do better at the factory of Bernheim & Alschul in the purchase of stocks than they can by sending abroad. This speaks volumes for their business sagacity and ability. They carry a complete stock of candies of every description, and their prices are so low that none can complain. In this new era of prosperity that is dawning upon this great northwest we predict that Bernheim & Alschul will secure their full share of the increased business, not alone because their goods are of a superior quality, but because they have the business capacity to grasp the situation and the energy and pluck to push their trade in all channels in every legitimate way. We like to see such men succeed. They have decorated their windows very tastefully, and have made a fac simile in candy of the beautiful arch spanning the street at First and A streets. It can be seen in their window, and is well worth a visit to their store to view it.

"Mr. Hack," said the managing editor, "Mr. Wirework, the political candidate, is going to be at the conference to-morrow; write a sharp editorial and give him fits for trying to curry favor with the churches." "But Wirework has written a letter saying he can't be there," replied Mr. Hack. "So?" said the managing editor. "Well, then write a slashing article on his daring to ignore the best people in the village. Give it to him good and strong." —*Boston Transcript*

CROCKERY AND GLASSWARE.

One of the finest and most extensive stocks of crockery, glassware, lamps, oils, etc., in this city is that of Olds & Summers, 181 First street. The firm is widely known in the northwest and bears the reputation of selling goods of every description at lower rates than any other firm in Portland. This is probably true of them. Their place is constantly thronged by eager purchasers.

No man can possibly improve in any company for which he has not respect enough to be under some degree of restraint. —*Chesterfield*

Winter Tourists in the Bermudas

Correspondence New York Times

We found rooms on the ground floor of the hotel—most of us—for the hotel does not rise a dozen stories above the ground like our own hotels, but spreads over a great deal of space. It seems quite like being at home, though, to summon a waiter by pressing an electric button, and we were soon all seated in a dining room fragrant with tropical flowers and verdant with tropical plants and leaves. What did not seem like home was seeing every door and window in the house open and ladies sitting out on the piazzas shielding their complexions with sun shades. We sat down to dinner that first day, all of us intending to make great havoc with the Bermuda onions and the other fresh vegetables. Would you believe it? there was not an onion on the table. There was a little lettuce, set off by a few small radishes, but no more fresh vegetables. All the other vegetables on the table came from that great tropical garden, the New York market. Mr. Mead has not yet had charge of the hotel long enough to have his own gardens in operation, and the natives take no pains to have fresh vegetables all the year round, as they might very easily do. They could have vegetables ripening just as well in January as in August if they took the trouble. The potatoes and onions we are eating are actually imported from New York! I asked a native yesterday why they did not manage their gardens so as to have vegetables ripening every month.

"Why," said he indignantly, "a man must have a little rest sometimes, I suppose."

They used to raise tobacco on this island in large quantities, but the tobacco gave way to vegetables, and at last they have settled upon onions. One crop comes into fashion after another, and in turn becomes unpopular. Just now they are trying to introduce strawberries. They tell me they can deliver [illegible] fine ripe berries in New York in the middle of January, and I tell them if they can they can get a dollar a quart for all they send. I have not seen any ripe berries here, and do not know whether the January story is true or not, but I intend to find out before I leave. It is a common saying that anything you plant in the ground in Bermuda will grow. I think this is true. In the fertile little valleys lying between the hills the air and soil is warm enough and rich enough to raise anything. I never set eyes on such soil. It is as rich as a manure heap and as smooth as flour. This good land is not found in large tracts, but in little patches of from [illegible]. The hills are not worth much except for quarries, being [illegible] rocks. The best land, as far as I can learn, is worth from [illegible] an acre. I was shown a place yesterday called The Long House, a long low building with its piazzas covered with bright flowers, that sold a short time ago for £1500, including fifteen acres of land nearly in the heart of the town of Hamilton. [illegible] prices [illegible] for visitors. The old story of Florida living [illegible] oranges and [illegible] is repeated in Bermuda. I don't know that it is exactly fair for me to say this either, [illegible] here as there [illegible] at our American watering places. A stranger has to pay more for any article than a native. For instance, in the last number of the *Royal Gazette* was advertised a completely furnished house to let. Another New Yorker and myself thought we would examine the place to [illegible] Bermuda prices. We first found from disinterested persons that $150 a year is a [illegible] rent for any ordinary furnished house, and then we went to the agent and were shown through the one advertised. I want to give a description of this and other Bermudian houses at some length, and so must reserve it for another occasion. But they wanted £15 a month, or £150 a year, for that house—just about five times what any Bermudian would have paid for it. This advance of prices in dealing with strangers is one of the necessary evils connected with either summer or winter resort, and it is as mild here as anywhere. Nobody need be afraid to visit Bermuda on account of high prices, for most prices are exceedingly low. Being well acquainted with the New York taste, I will first mention that a bottle of Old Tom gin can be bought here for 35 cents. Board in the Hamilton hotel costs from $15 to $21 a week, and in private houses it may be had for $10 or even $[illegible]. Nearly everything eatable or drinkable is cheaper than in New York. Dry goods and fancy goods are high. Carriage rates are very reasonable. Three of us hired a carriage yesterday and drove eight miles and back to the head of Harrington sound, and the bill for the entire party was $2. We were gone three hours.

It is only a few days since I landed here, and I do not care to go upon the principle of describing the country first and looking at it afterward. There is no temptation to borrow anything from the guide books, for I have seen no guide book to Bermuda that is worth lighting a pipe with. After being here less than a week I am satisfied that it [illegible] as near perfection [illegible] as any to be found in this world. It is not hot enough [illegible] but far too warm for frost. The islands are picturesque and the people hospitable. [illegible] West Indies. [illegible] as safe [illegible] as at noonday. [illegible] learn [illegible] passengers who [illegible] all the way down [illegible] the ship have thrown their colors away.

Fast Time

Milwaukee, [illegible] Aug [illegible]

A party of [illegible] gentlemen who are interested in the Canadian Pacific railway [illegible] arriving at Milwaukee [illegible] Donald A. Smith [illegible] Montreal [illegible] director; W. C. Van Horne, general manager, Montreal; H. S. H. Prince Hohenlohe [illegible]; [illegible] Tatham, London; Lord Elphinstone; Lord Castletown; [illegible] Quebec; [illegible] New York; Charles F. Smithers, [illegible] bank of Montreal; Howard Potter, of Brown Bros., New York; the Hon. A. G. Archibald, ex-[illegible] Gov. of Nova Scotia; [illegible] Halifax; Wm. Armit, Secretary of the Hudson's Bay Company; [illegible] Hill, M. P.; [illegible] Gordon; C. J. Kingscote, [illegible] Egerton, [illegible]; C. J. Needham, First Life Guards, London; Sir John Walrond, Bart.; [illegible] McNeil; Earl Glasgow; [illegible] University; J. B. Hamilton; [illegible] New York; Hon. M. H. Cochrane, senator, and Hon. G. A. Kirkpatrick, speaker of the house of commons, Ottawa; Hartland McDougall; Archibald Cassels; Charles Cassels; James Dawes; Henry Cott, all of Montreal; Hon. C. Atson and Rev. Canon Arson. The latter [illegible] the hills and valleys [illegible] the far west.

The distance between Chicago and St. Paul is 410 miles, and the actual running time, not including stops, was ten hours and twenty-four minutes.

A FAVORED LOCALITY

Among the indications of the rapid growth and prosperity of Portland and vicinity may be mentioned the fact of the rapid sale of lots now taking place in City View Park addition to East Portland and also in the town of Sellwood. The principal cause for the demand for these properties is that the Park Railway Company is now building a line of railroad there, which will put [illegible] within the city.

THE QUESTION

But darest thou come? Thy [illegible]
Lies quiet, and thy clear [illegible] rest [illegible] me
O'er crags and [illegible] my path [illegible] perilously
And thro' blind thickets where [illegible]—
Wild ways and strange for thee [illegible]
Thou [illegible] lips [illegible]
And [illegible] rise [illegible] I can not see
[illegible] my love at thy [illegible] mute sign

Not through trim gardens [illegible] level meads,
Nor [illegible] frequented streets [illegible] pathways [illegible]
Upward and onward [illegible]
By never trodden heights [illegible] skies
But darest thou come? O brave one [illegible] soul needs
No answer [illegible] eyes

Herbert E. [illegible] in Harper's

P. M. JACKSON

The jewelry establishment of P. M. Jackson, 171 First street, between Morrison and Yamhill, has grown to be very popular with the Oregon public. A good assortment of goods at very low prices are the characteristics of Mr. Jackson's store. No goods are misrepresented. Honesty and fair dealing is adhered to strictly, and if you want diamonds, watches, chains, bracelets, rings, etc., call on Jackson, 171 First street.

Edith: A first class summer resort is one at which the cottagers will not speak to the hotel guests. A second class resort is one at which the hotel guests will not speak to the cottagers. A third class resort is one at which everybody tries to have a good time. —*Philadelphia News*

The odd job man: "I want you to mend the leg of this kitchen table, Smithson. Do you feel equal to the job?" "Equal to the job, ma'am? Why, me and a few mates built the [illegible] of the new Law Courts!" (Job turns out a complete failure all the same.) —*London Punch*

LEVY, THE TAILOR

J. D. Levy, successor to L. Feldlander & Co., corner of First and Salmon streets, is doing a rushing business. It has taken the public but little time to discover that he keeps only the best goods, and that he makes a perfect fit every time and charges the very lowest living rates. If you want to look stylish just get him to make you one of his nobby suits.

"My case is just here," said a citizen to a lawyer. "The plaintiff will swear that I hit him. I will swear that I did not. Now what can you lawyers make out of that if we go to trial?" "A hundred dollars easy," was the reply. —*Bench and Bar*

A meeting house in Minnesota became so infested with bedbugs that the congregation had to take a vacation while the sexton burned up the carpets, cushions and pulpit. This shows the evil effect of sleeping in church. —*Burlington Free Press*

Use Rose Pills

LAW AND LAWYERS

OLYMPIA, Sept 4

To the Editor of the Oregonian

There is, perhaps, no country in the world where the lawyer has developed more rapidly than in the United States. Whether the lawyer is the work of creation or evolution is not laid down in the books, but his development seems to have been in some cases minutely studied. And the fact is now that the lawyer exists. The question then for the lawyers, the people, law and morality is, for what does the lawyer exist? Does he live to undermine society by securing immunity to offenders against its laws? This may yet become a serious, yes a burning question. In your article a few days since on Law and Lawyers, were your premises correct the lawyer would have to render an account of himself to society. But the causes that produce the lawyer, or rather the causes that make it necessary for the lawyer to exist, are deeper than your premises. As the crust of society grows hard it bears up a Beecher, and at length [illegible] at which stage it is generally capable of supporting a Dukes and a Hayes and the corruption that daubs them with innocence. Here then you are correct when you say that the morals of the legal professions are up to the average standard of public morality. Society itself is much to blame for the happening of many things which it condemns. The people lack the patriotism, moral [illegible] and courage necessary to remedy their own wrongs. He is possessed of true courage and patriotism who will to-day rise up and attack the evils of society. Are we becoming a pusillanimous people? Are we becoming too cowardly to attack the wrongs that attack and lay hold of our very existence as a nation? Can we expect figs from thorns? If then we are not honest enough to do a just thing we must necessarily have the assistance of evil to evade a moral obligation. This moral obligation presents itself in many shapes, and because of a strong desire to evade it we fail in duty to ourselves and society. Having failed in a duty, we may rest assured we have violated a law. It is when these violations of law become serious or numerous that public attention is attracted and the evil is cried down. Then the loophole in the law is used to defeat the ends of justice; the lawyer is called in to circumvent the law and to defeat justice. Who calls him in? Those who have violated the law. Who acquits the criminal? They who are in sympathy with the law breaker. If the law is a science then its professors cannot [illegible] in its violation. If law is founded on reason then reason cannot justify wrong. I maintain that law is a true science, founded in the reason of things, and that its true object is to promote the prosperity and happiness of the people; that it has a spiritual and material purpose in its relations to man, and that you can not sever the spiritual from the material without destroying society. Every removal from the spiritual to the material is an effort in the circumvention of law. Should there ever be an hiatus in the system terror would rule. If we look back to early France, to ancient Greece and the Roman republic, we will find that the lawyer was called for a purpose other than to circumvent the law and defeat justice. It is to those countries that we will have to look for the cause that brought the lawyer into existence. At least it is to those countries that authors generally look for the history of jurisprudence. And while I am not now prepared to criticise much that has been written on the early history of lawyers, or to state why I differ from opinions that have been advanced, yet I will say here that the history of the jurisprudence of the Celts and Britons furnishes the most comprehensive reason for the existence of the lawyer. He exists as a necessary part of society, not to pull it down but build it up. The sacred text has not forgotten the lawyer, for it has called him noble. Noble because he dare battle for the right. Joseph of Arimathea, the noble counselor, not seeking the plaudits of the [illegible], dared to face Pilate and demand right. Nicodemus did not invoke arbitrary law and the defeat of justice. Many passages in the holy book speak in high praise of the true lawyer, who [illegible] calling indeed takes away the key of knowledge. But in our day we want lawyers to *find* the key of knowledge, and then they will not be so apt to try to circumvent the law. The savior (Luke xi, 52) spoke to the doctors of the Mosaic law, or the class of men commonly called the scribes. The scribes or doctors of the laws of Moses had especially in charge the sacred writings, and as they fell away from the true spirit of their profession or calling they became corrupt, and accordingly sought to blind and mislead the people. For this reason was the rebuke administered: "Woe to you lawyers, for you have taken away the key of knowledge; you yourselves have not entered in and those that were entering in you have hindered." Let me conclude by asking, What was the cause of the existence of the scribes? Was it to take away the key of knowledge and to hinder those who were entering in?

OLYMPIC

PRESS PITH

A married editor says that a young man can always tell when a French man has had his hands in the bureau drawer. —*N. Y. Com.*

One of the saddest sights in these hard times is to see a woman with a five foot bust and trying to alter his pants to her six foot son. —*Free Press*

Many a young man has made a fortune by saving a wealthy heiress from a watery grave. Years afterward he is sometimes sorry that he ever learned to swim.

A St. Paul paper announces that the Emperor William goes to Ems on Thursday, and the Bis[illegible] wants to know who is the two spot [illegible].

People should not [illegible] something of [illegible] who is dead with [illegible] formerly [illegible] agricultural department and go to [illegible].

A Boston scientist is trying to invent a machine [illegible]. When he gets it done we will just [illegible] chin and start a saw mill.

[illegible] campaign of 188[illegible] law legalizing the lynching of any [illegible] railroad train. —[illegible]

A Montana Indian has named Women [illegible]. He had seen a Chicago girl [illegible] and he knew at once that he had found a great name. —[illegible]

Western papers have arrived at the calm and [illegible] that the threshing machine is as [illegible] to life and limb as a policeman's club. —[illegible]

The Lessees of the [illegible] digger says England will be granted a fair hearing in the Suez Canal matter. We have felt all along that she would at least succeed in getting that.

Standing up for one's own bailiwick is all right, but the Chicago papers rather overdo the thing when they [illegible] because it runs past St. Louis.

The coroner's jury has returned a verdict that Capt. Webb came to his death "from some cause unknown." We had an idea that they would call it justifiable homicide committed in self-defence. —*Exchange*

"THE WEST SHORE"

Contains reliable information about the resources of

Oregon, Washington, Montana and Idaho.

Handsome Illustrations

Of the Cities, Scenery and Points of Interest in the PACIFIC NORTHWEST appear in every number.

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A very fine mellow old Whisky that has been sold in this market for

THIRTY YEARS,

And generally recognized as the BAR WHISKY "par excellence."

Peruvian Bitters

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MILWAUKEE LAGER BEER.

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TORPID BOWELS, DISORDERED LIVER, and MALARIA.

From these sources arise three fourths of the diseases of the human race. These symptoms indicate their existence: Loss of Appetite, Bowels costive, Sick Headache, fullness after eating, aversion to exertion of body or mind, Eructation of food, Irritability of temper, Low spirits, A feeling of having neglected some duty, Dizziness, Fluttering at the Heart, Dots before the eyes, highly colored Urine, CONSTIPATION, and demand the use of a remedy that acts directly on the Liver. As a Liver medicine TUTT'S PILLS have no equal. Their action on the Kidneys and Skin is also prompt, removing all impurities through these three "scavengers of the system," producing appetite, sound digestion, regular stools, a clear skin and a vigorous body. TUTT'S PILLS cause no nausea or griping nor interfere with daily work and are a perfect

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GRAY HAIR OR WHISKERS changed instantly to a GLOSSY BLACK by a single application of this DYE. Sold by Druggists, or sent by express on receipt of $1.

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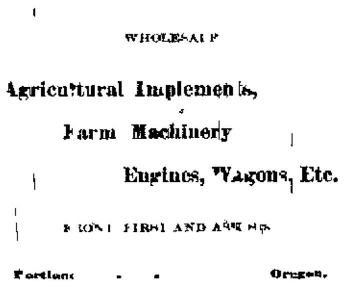
FOR COUGHS, COLDS, THROAT AND LUNG DISEASES

Physicians Prescriptions and Private Recipes a Specialty.



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Fine Perfumeries and Toilet Articles. Prescriptions Carefully Compounded.

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THE BEST IN THE MARKET

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FAMILY FLOUR,

MANUFACTURED EXPRESSLY FOR family bakers and export trade by [illegible] Flouring Mills Co. [illegible] Portland Agency [illegible] Front and Ash sts. [illegible]

SHERIFF'S SALE.

STATE OF OREGON, County of Multnomah, ss.

BY VIRTUE OF AN EXECUTION ISSUED out of the circuit court of the state of Oregon for the county of Multnomah, to me directed, I have [illegible] Ellis G. Hughes and against the Oregonian R. R. [illegible] Limited for the sum of three thousand eight hundred ($3800) dollars judgment with interest thereon at the rate of [illegible] per cent per annum from the [illegible] day of February 1883, and the further sum of [illegible] dollars and fifty five cents ($[illegible]) costs and the further sum of [illegible] dollars and fifty cents ($[illegible]) costs and accruing costs, I have levied upon all the right, title and interest of the above named Oregonian Railway Company Limited in and to the following real estate, to wit: All of the east half of block number [illegible] in [illegible] one city of Portland, Multnomah county, state of Oregon, together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining. Now, therefore, in pursuance of said execution I will on Monday the 17th day of September 1883, at the hour of 10 o'clock in the forenoon of said day, at the court house door in said county and state, sell at public auction all the above described real estate to the highest bidder, subject to redemption, for cash U. S. coin, or so much thereof as will satisfy said judgment, interest, costs and accruing costs.

[illegible] Sheriff of Multnomah County, Oregon

Dated August 15, 1883.

ROSSVILLE RESTAURANT.

JOHN SLAVICH,

THE POPULAR RESTAURATEUR,

Informs his friends and the public generally that he has just opened his large, elegant and well appointed RESTAURANT on the east side of First street between Morrison and Yamhill.

Meals can be obtained at all hours, day or night.

A number of fine rooms have been fitted up for [illegible]. GIVE JOHN A CALL.

BISHOP SCOTT GRAMMAR SCHOOL, a boarding and day school for boys.—The [illegible] year under the present management begins September 4. Classes in Greek, Latin, German, French, English, Mathematics, Book-keeping, Sciences, Music, Drawing and Penmanship. Discipline strict. Send for thirteenth annual catalogue, with list of former members, to the Head Master.

J. W. HILL, M. D.,

P. O. Drawer 17, Portland, Or.

RAILWAYS AND STEAMBOATS.

Oregon Railway and Navigation Company.

FROM SAN FRANCISCO		Sept	FROM PORTLAND		Sept
Oregon / Queen	Sunday	2	Columbia	Monday	…
State	Thursday	6	Oregon	Friday	…
Columbia	Monday	10	State	Tuesday	11
Oregon	Friday	14	Columbia	Saturday	15
State	Tuesday	18	Oregon	Wednesday	19
Columbia	Saturday	22	State	Sunday	23
Oregon	Wednesday	26	Columbia	Thursday	27
State	Sunday	30	Oregon	Monday Oct	1

Rights reserved to change steamers or sailing days.

RAIL DIVISION.

On and after Sept 2, 1883, transfer steamer leaves Ainsworth dock, Portland, at 6:15 A. M., connecting with train at Albina at [illegible] A. M. Arrive at Wallula Junction at 4:30 P. M.; Walla Walla at 6:45 P. M., and Dayton at 8:50 P. M. Returning arrive at Albina at [illegible] P. M. and Portland at 8 P. M.

Main Line Passenger Trains run daily connecting at Wallula Junction for points on Northern Pacific railroad.

Through Sleeping Cars between Portland and Missoula.

MIDDLE COLUMBIA RIVER DIVISION

DAILY EXCEPT SUNDAY

Boat leaves Portland for Dalles at 7 A. M.
Boat arrives at Portland from Dalles at 5 P. M.

PORTLAND AND ASTORIA FAST LINE.

DAILY EXCEPT WEDNESDAY

Steamer Wide West leaves Portland at 5 A. M., returning leaves Astoria at 1 P. M.

Passengers at Portland received on board after 9:30 P. M.

ALSO

Leave Portland for	Mo	Tu	Wed.	Th.	Fri.	Sat
Sk[illegible] & Lower Columbia	6 AM	6 AM	6 AM	6 AM	6 AM	6 AM
Dayton, Or.	7 AM	…	7 AM	…	7 AM	
Salem … } Corvallis … }	6 AM	—	—	6 AM	—	—
Astoria, B. C.	6 AM	6 AM	6 AM	6 AM	6 AM	6 AM

NARROW GAUGE DIVISION

EAST SIDE.

BETWEEN PORTLAND AND COBURG via O. & C. R. R. to Woodburn.

On and After May 15th, 1883,

Trains for Coburg leave Portland at 7:30 A. M. on Mondays, Wednesdays and Fridays.

WEST SIDE.

BET. PORTLAND, SHERIDAN AND AIRLIE via O. & C. R. R. to Whites.

Leave Portland at 9 A. M. Returning leave Airlie for Portland at 6:05 A. M.

Freight for all points on Narrow Gauge Division will be received and forwarded by the O. & C. R. R., East and West Side Divisions, respectively.

General Offices—Cor. Front and D Streets.

C. H. PRESCOTT, Manager
JOHN MUIR, Sup't of Traffic
A. L. STOKES, Ass't Sup't of Traffic
E. P. ROGERS, General Agent.
A. L. MAXWELL, Ticket Agent.

Notice to Shippers.

The O. R. & N. Co. will dispatch the Steamship GIPSY from Tacoma, on Monday, Sept. 10th, for NEW WESTMINSTER direct.

Freight must be delivered on the Ainsworth wharf not later than Friday the 7th inst.

Each consignment must be accompanied by "shipper's manifest."

A. L. STOKES, Ass't Sup't of Traffic.

NORTHERN PACIFIC RAILROAD.

WESTERN DIVISIONS.

PACIFIC DIVISION

Leave Kalama at 10:15 A. M. Arrive at New Tacoma at 8:30 P. M.
Leave New Tacoma at 7 A. M. Arrive at Kalama 2:15 P. M.

Connections.

At New Tacoma with Sound steamers for Victoria, Seattle, Olympia and all points on Puget Sound.
At Tenino with the Olympia and Tenino railroad for Olympia.
At Kalama with O. R. & N. Co.'s boats for Portland and all railroad and steamship lines centering at Portland.

PEND D'OREILLE DIVISION

Leave Wallula Junction at 6:30 P. M. Arrive at Cheney at 5:10 A. M., Spokane Falls at 7:35 A. M., and Sand Point at 5:55 A. M.

Returning, leave Sand Point at 5:15 P. M. Arrive at Spokane Falls at 10:42 P. M., Cheney at 10:05 P. M., and Wallula Junction at 7:30 A. M.

Connection

At Wallula Junction with O. R. & N. Co. for all rail, river, ocean and Sound points.

Sleeping Cars to and from Portland.

T. M. BUCKLEY, Assistant General Manager
JOHN MUIR, Sup't of Traffic
A. L. STOKES, Ass't Sup't of Traffic
E. P. ROGERS, General Agent.

NOTICE.

Oregon Railway and Navigation Co.

AND

Northern Pacific R. R.

[illegible] Yellowstone Park

MONTANA.

EXCURSION TICKETS

HAVE BEEN PLACED ON SALE.

Portland to Cinnabar and Return!

Fare $75 to parties of not less than ten.

Tickets good to return until September 30th.

JOHN MUIR, Sup't Traffic.
E. P. ROGERS, Gen'l Agent.
A. L. STOKES, Ass't Sup. Traffic.

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Manufacturers of

BROOMS AND WOODEN WARE, AND IMPORTERS OF WILLOW WARE

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NO. 7382

…rance Co.

…NCE COMPANY

…OREGON

…Insurance Co.

…MARINE

The Yellow Fever

PENSACOLA, Sept 9—Pensacola is unusually healthy. There were three new cases at the navy yard in the last twelve hours, but no deaths.

HUNTSVILLE, Ala.—Dr. J. O. Spotswood says: highly recommend Brown's Iron Bitters for dyspepsia, rheumatism and general debility.

The Indian whose arm was broken [illegible] Sand Point [illegible] on Tuesday of last week.

DENVER, Sept 9—[illegible]

NORTHERN PACIFIC.

[Concluded from First Page.]

mines are now being opened by the railroad company. Farther west on both slopes of the Belt range an equally good coal is now being mined by the railroad. Veins of similar coal have also been found on the western slope of the main range of the Rocky mountains, but have not yet been developed. On the western slope of the Cascade mountains in Washington territory there is an immense coal field whose boundaries have been partially outlined during the past and previous summers by the operations of the northern transcontinental survey. This field has been worked for some years at Wilkeson and Carbonado, near its southern limit, and at Newcastle, west of Seattle, on its northern border. The coal thus far mined is the best class of lignite; beds of true bituminous coal have recently been discovered which coke well and promise to be of great future value in the development of an iron industry in the Pacific northwest. Good iron ores exist in the Rocky mountains and in the Cascade mountains, and the time is not far distant when there will be two considerable iron producing regions tributary to the Northern Pacific railroad. The mining of precious metals in Montana is a very considerable source of traffic to the road in the shipment of ores and bullion; this will be much more fully developed, now that the lower grade ores can be profitably worked, by reason of the facilities for rail transportation and machinery got into the country for the opening of new mines.

CITIES AND TOWNS.

At its two great eastern terminal cities, St. Paul and Minneapolis, the Northern Pacific connects with the numerous roads centering there which lead to the east and the south. It enjoys the advantage of three competing lines to Chicago, the Chicago, Milwaukee and St. Paul, Chicago, Omaha, St. Paul and Minneapolis, and the Rock Island road. The twin cities of Minnesota have grown with remarkable rapidity of late and each now claims 80,000 inhabitants. They are rapidly approaching each other and are evidently destined to form one great metropolis. Their suburbs are now scarcely five miles apart. Minneapolis is the principal wheat-grinding and lumber-manufacturing town in the United States. St. Paul enjoys an immense wholesale trade.

The lake ports, at the head of Lake Superior, are of great importance to the railroad for the shipment of grain to tide water and for the receipt of coal destined for the interior. There are, also, large lumber interests at these places, which furnish a great deal of traffic to the road. Duluth has now attained a population of 10,000 and has thirteen great sawmills in its immediate vicinity. Superior, an older but smaller town, across the bay, in the state of Wisconsin, has about 3000 inhabitants. These two places are situated within sight of each other, are, like St. Paul and Minneapolis, bound to grow into a single city. They will greatly profit by the completion of the Northern Pacific line and will soon realize the dream of half a century, of an important commercial metropolis at the head of the largest of the great lakes.

The principal towns on the main line of the Northern Pacific, between Duluth and Portland, are, in their order, as follows:

Brainerd, at the junction of the St. Paul and Minnesota divisions, has a beautiful location in a forest of pine and possesses the principal shops of the road; the population is about 8,000; there are large lumbering interests.

Wadena and Detroit are flourishing county seats and agricultural marts, having each about 2,000 people.

Fargo and Moorhead, on opposite sides of the narrow channel of the Red river of the north, constitute, together, the metropolis of the fertile Red river valley. Fargo has about 8000, and Moorhead 4000 inhabitants.

Casselton, Valley City and Sanborn, on the prairies west of Fargo, have each about 2,000 inhabitants.

Jamestown, the metropolis of the beautiful James river valley, is a substantial and prosperous place, with a population of 4,000.

Dawson and Steele are young, growing towns on the Coteaux, where settlement is an affair of the last two years only, and wheat-growing is proving very successful.

Bismarck, the new capital of Dakota, has a commanding situation on the east bank of the Missouri river, on a high plateau, looking over many miles of country. It enjoys a considerable steamboat trade with the upper Missouri country, regular lines of boats running as far up the river as Benton, at the Great Falls. Its present population is 4,000. Its success in obtaining the location of the capital, combined with the rapid development of the rich farming country around it insure its rapid growth and predictions that it will become the chief city northwest of St. Paul and Minneapolis do not seem very extravagant.

Mandan, on the western side of the Missouri river, has a population of 3000 and is developing a valuable trade with a newly settled region north, south and west of it.

Sims is a coal mining and manufacturing place, which ships lignite and makes pressed brick and drain tile, and, also, terra cotta ornaments.

Dickinson, Richardson and Gladstone are new agricultural colonies, each of which has built up a handsome village within the past year.

Little Missouri is the principal point in the so-called Bad Lands; an admirable grazing range for sheep and cattle. A beef packing industry has been established.

Glendive is situated on the Yellowstone river, where the railroad enters its valley. Population, about 2000.

Miles City is the central town of the lower Yellowstone valley an outlet for the Tongue river farming and grazing country, and an important cattle shipping point; its population is, perhaps, 3000.

Billings, the metropolis of the upper Yellowstone country, is only eighteen months old, but has reached a population of 3000. It ships cattle, wool and hides, and sells goods to a very large area of tributary country.

Livingstone, at the head of the Yellowstone valley, was first laid out last spring, and can already count 2500 people. Here will be located the great central shops of the Northern Pacific, and here diverges the National Park branch. A fine grazing country surrounds the town, and in the valleys there is considerable agricultural land.

Bozeman, just west of the Belt range of mountains, is an old, central Montana town, first settled during the mining excitement of 1864. It is the trading point for the beautiful agricultural valleys of the Gallatin, the Madison and Jefferson, where farming by irrigation is extensively carried on. The present population is about 5000. The town has substantial brick business blocks, fine residences and excellent school and county buildings.

Townsend, about 50 miles north of Bozeman, is a new town laid out last spring at a favorable point for trade with the Missouri valley.

Helena, the capital of Montana, is a rich and enterprising little city with a population of 9000. Many of the best gold and silver mines in the territory are situated in its vicinity.

The handsome county town of Deer Lodge and the thriving mining city of Butte are connected with the Northern Pacific line by the narrow gauge line of the Utah Northern, which forms the junction at Garrison on the western slope of the Rocky mountains.

Missoula, in the valley of the same name and at the entrance to the Bitter Root valley, the finest agricultural region in Montana, has doubled its population in the last year and has now nearly 2000 inhabitants; it is evidently destined to a much larger growth in the near future.

Spokane Falls, in eastern Washington territory, is often called the Minneapolis of the Pacific northwest, from the fact that it has, in its water power, its tributary grain fields and its neighboring timber belts, the special conditions which have made Minneapolis so large a place. The falls of the Spokane river constitute the finest water power on the Pacific coast. The present population of the town is about 3000.

Cheney has 1500 inhabitants and, considerable country trade.

Sprague is a railroad point, created by the establishment of the division shops, and now beginning to profit by the settlement of the agricultural country in its vicinity. The population is 1000.

Ainsworth, at the crossing of the Snake river, where the second largest bridge on the Northern Pacific line is now being constructed, lives upon railroad business and river trade. Population, about 700.

Of Portland, I need hardly speak in a paper published in that beautiful and prosperous city. No one can doubt that the opening of the Northern Pacific line is destined to greatly accelerate its already rapid rate of growth, and to yield incalculable advantages to all its interests. Portland will now become the commercial entrepot for all the interior country as far east as Helena, and will develop special lines of trade with the far east in the shipment of salmon in refrigerator cars, and of fresh and dried fruits. The admirable railroad system connecting the city with the interior of Oregon and Washington, both east and west of the Cascade mountains, is now joined to the great traffic lines of the east, and places Portland in direct connection with the Atlantic sea board; another year will see this system also connected with the railroads of California, so that Portland will then be on a great north and south trunk line, extending from Puget sound to San Diego, and next year will also witness the opening of the Oregon Short Line, which will make Portland virtually the Pacific terminus of the Union Pacific railroad.

A word in conclusion about the Sound towns. The Northern Pacific railway made its terminus at Tacoma as we have seen ten years ago. That place was the point where the road could most conveniently reach the deep waters of the Sound, and is a natural site for a large city, having around it the superb timber and great forest belt of western Washington and the inexhaustible coal deposits which lie up against the foot of the Cascade mountains. The Northern Pacific Company through the agency of its allied and supporting company, the Oregon and Transcontinental, is now building a road to Seattle, which will give it a second Puget sound port.

Seattle is considerably larger than Tacoma and it would be premature to speculate at this time as to which of the two towns is destined to be the chief city of the Sound; but that a large commercial city will soon be developed in the Sound region can hardly be doubted. The growth of such a city need not, however, necessarily be prejudicial to that of Portland any more than the growth of Philadelphia injures New York. The ultimate Puget sound metropolis may be Tacoma and it may be Seattle, and, possibly, it will be neither. It is not outside the range of probability that a new city may spring up at the lower end of the Sound which shall bear the same relation to Tacoma that New York does to Albany.

FINANCES OF THE NORTHERN PACIFIC COMPANY.

The finances of the Northern Pacific Company are in a good condition. Allowing ten million dollars in addition to the present debt of the company, for the full equipment of the road, the entire mortgage debt would be only fifty million dollars, resting upon over two thousand miles of road. The combined debt of the Union and Central Pacific companies, including their obligations to the United States government, is $143,000,000; thus the Northern Pacific will have $93,000,000 less debt to carry than its chief rival transcontinental line. For two years previous to the completion of the Northern Pacific, while the road had only its local traffic to depend upon, it was able to earn a considerable surplus over the interest on its bonds, to apply in the form of dividends on its preferred stock. With the great development of local business, coming from the rapid settlement of the country along its line, and the large through business which must immediately follow the connection of the track and the opening of the through route to Portland and Puget Sound, there can be no doubt of the ability of the company, after paying the interest on its bonds, to earn an eight per cent. dividend on its preferred stock and a fair dividend on its common stock. Being the only transcontinental line controlled by a single company, the Northern Pacific will have peculiar advantages in obtaining through business. The feeders and branches constructed for it by the Oregon and Transcontinental Company cost it nothing and will become its property as soon as their bonded debts are extinguished by the operations of sinking funds.

TRAFFIC OF THE NORTHERN PACIFIC.

The chief elements of traffic on the Northern Pacific line, now that it is completed as a transcontinental trunk road, are as follows:

First—The shipment of goods, machinery and general merchandise from the east to the Pacific Northwest and to the towns of the interior.

Second—Return freight from the Pacific ports of teas from China and Japan, and other Asiatic products, and of the special products of Oregon and Washington, which will seek eastern markets, notably, hides, wool, fresh and canned salmon and fruits.

Third—The hauling of lumber from the Minnesota pineries to the great treeless, agricultural and grazing plains of Dakota and Montana, to some extent, also, the transportation of lumber from the timber belt of Eastern Montana and Northern Idaho in both directions.

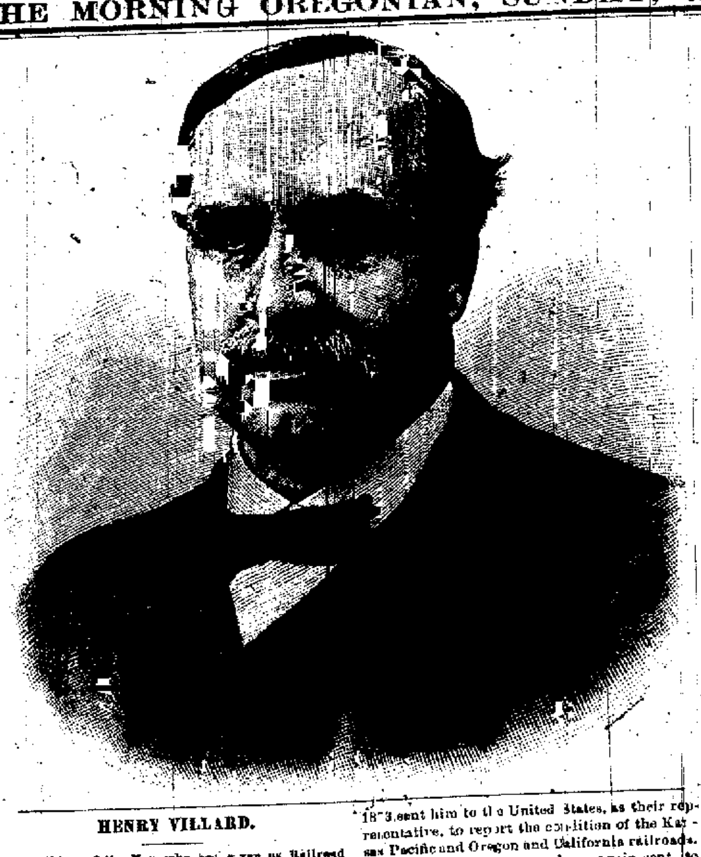
Fourth—Wheat traffic on both ends of the line, the immense wheat surplus of Dakota going to the Lake Superior ports, or to the mills of Minneapolis, and the grain of Eastern Washington and Oregon seeking tide-water at Portland and the Puget Sound towns.

Fifth—Coal, a very heavy tonnage of which is transported from the head of Lake Superior to points along the line as far west as the Rocky mountains. This traffic, so far as it consists of anthracite coal, will continue and increase because of the superior quality of that fuel, and it will be supplemented by a large local traffic throughout Dakota and Montana in native lignite coals, which the company is now beginning to mine on a large scale.

Sixth—Local and through passenger traffic, in which we may include, as a very important item, the tourist travel. For a summer route of pleasure travel, there is no other railroad in the United States which can offer such varied and striking attractions as the Northern Pacific, reaching, as it does the astonishing natural wonders of the Yellowstone park, then traversing more than 200 miles of inspiring Rocky mountain scenery, and finally taking the traveler through the superb gorge of the Columbia river to the gigantic snow peaks of the Cascade chain. The Cascade mountains, with their magnificent forest and great glaciers, equaling any in the Alps, are destined to become the Switzerland of this country, and to attract tens of thousands of tourists belonging to the wealthier classes.

OFFICIAL MANAGEMENT.

The financial and general headquarters of the Northern Pacific Company are in New York city, where it occupies an entire floor of the Mills building, on Broad street. Here are the offices of President Villard, Vice President Thomas F. Oakes, who is the chief executive officer of the company; Second Vice President Anthony J. Thomas, who has special charge of bonds and contracts; the general counsel, Colonel George Gray; the treasurer, Robert L. Belknap; the secretary, Samuel Wilkeson, and the general auditor J. A. Barker. The road is operated in two grand divisions, known as the eastern and western, the Rocky mountains being the boundary between the two. The headquarters of the operating department are at St. Paul, where the company owns a large and handsome fire-proof building. At that place are the offices of the general manager, Herman Haupt, the superintendent of traffic; John Muir, the general passenger agent; G. K. Barnes, and other officials connected with the working of the road. The headquarters for the Pacific coast are at New Tacoma, where the offices of J. M. Buckley, the assistant general manager, is located. The engineer's headquarters, for the entire road, are at Brainerd, Minn., the chief engineer being General Adna Anderson.



HENRY VILLARD.

Something of the Man who has given us Railroad Connection with the East.

The completion of the Northern Pacific Railroad, which is now opened from St. Paul to Portland, and will soon be open to Puget Sound, gives special interest to a portrait and biographical sketch of the president of the company under whose management this important national highway has been completed.

Mr. Henry Villard was born in Speyer, Germany, in 1835, the son of a Bavarian judge, who in his later years sat upon the supreme bench of that kingdom. He received a university education, and at the age of 18 came to America to make a career for himself, living for a short time with relatives in Belleville, Ill. He studied law, but soon turned to the more congenial profession of a journalist. At first he wrote for German-American papers, but he found they offered only a limited field, and he then set himself to work to master the English language. This task, always difficult for foreigners, he achieved so well that in 1858 he obtained an engagement to report the Lincoln-Douglas political campaign for a leading eastern journal. His occupation was now fixed in the line of his tastes, and for nearly a score of years he was an industrious and successful journalist. In 1859 he went to Colorado to write about the new gold discoveries for the Cincinnati *Commercial*. In 1860 he did political correspondence for the New York *Herald*, and after the close of the campaign spent the winter in Springfield as a correspondent in confidential relations with Mr. Lincoln. During the rebellion he saw hard and hazardous service in the field with both the eastern and the western armies as a representative at different times of the New York *Tribune*, New York *Herald*, Chicago *Tribune*, Cincinnati *Gazette* and other papers, winning a reputation as one of the most enterprising and reliable of the war correspondents. After the close of the war he did newspaper work in this country and in Europe. For two years from 1868 to 1870 he was secretary of the American Social Science Association.

While in Germany, in 1874, events occurred which brought him into connection with railway affairs. The German bondholders of certain American railroad companies, which had defaulted in their interest after the panic of 1873, sent him to the United States, as their representative, to report the condition of the Kansas Pacific and Oregon and California railroads. He returned to Europe, and was again sent to America and became president of the Oregon and California railroad and the Oregon Steamship Company in 1875, and from 1876 to 1878 he was receiver of the Kansas Pacific.

In April 1879 Mr. Villard organized the Oregon Railway and Navigation Company, which obtained control of the steamship and steamboat lines of Oregon and Washington territory and at once began the construction of a system of railroads to occupy the valley of the Columbia river, and the new wheat and pasture country east of the Cascade mountains. This enterprise was remarkably successful, and Mr. Villard conceived the masterly plan of joining the transportation lines thus established to the transcontinental trunk road of the Northern Pacific under a common management, making it one of its western extension and feeders. To carry out this plan, he formed, in 1881, what was known in Wall street as the "Blind Pool." About ten million of money were placed in his hands by leading bankers and other capitalists without his giving them definite information as to the use he might make of it. He gave them at the time only his personal receipt, without security. With this money and with his own means he quietly bought a controlling interest in the Northern Pacific stock. In the fall of 1881 he was chosen president of the company. He afterward organized the Oregon and Transcontinental Company, to build branches for the Northern Pacific and to hold a large amount of the stock of both that company and the Oregon Railway and Navigation Company. Mr. Villard has energetically pushed forward to completion his entire system of roads.

In person Mr. Villard is tall and robust, with broad shoulders, a high expansive forehead, blue eyes and brown hair. He lives on Madison avenue, New York, and has a country house at Dobb's ferry on the Hudson. His wife is a daughter of the late William Lloyd Garrison, the devoted champion of the anti-slavery movement in the days before the war. His operations on Wall street, while often bold and on a large scale, are usually confined to protecting the stocks and advancing the interests of the companies over which he presides. The above sketch is, substantially, from *Frank Leslie's Illustrated Newspaper*.

THE MITCHELL WAGON.

Its Great Popularity on this Coast.

The Mitchell wagon, manufactured by Mitchell, Lewis & Co., of Racine, Wis., is meeting with a large sale here. The farmers especially are highly pleased with the Mitchell wagon; every one of them who has tried them say they are the very best manufactured. The agency here in Portland is in charge by W. H. Mitchell, who is located at 186, 190 192 and 194 Front street, where he can be found always well supplied with a large stock of farm, express wagons, carriages, driving carts, etc., all of their own manufacture. There are many points of superiority about the Mitchell wagon which, when known, clearly shows its advantages over all others. In the first place they are made by the best wagon mechanics in the world, and of as good material as money can buy. In fact, the very greatest care is taken in selecting only the best timber that grows. The timber is cut at the proper season of the year, and piled under sheds, where it remains until it is thoroughly seasoned before it is used. Mr. Henry Mitchell, one of the oldest practical wagon manufacturers in the United States, and the founder of the original and only genuine "Racine" wagon made, superintends the construction of all work; and with his fifty years experience we think it is a safe guarantee for a perfect wagon. All the machinery used in shaping and putting the different parts together, is the latest and most improved kind. During a half a century of wagon making the Mitchell wagon company have been enabled to devise many machines of their own, which are used by no other manufacturers, which produce a uniformity and exactness in all its parts that makes the Mitchell wagon perfect and without a rival.

The thimble-skeins are made from their own patterns and are much heavier than any other skeins in use, and are therefore less liable to break. These skeins are fitted to the axles by a patent skein setter or lathe, which turns off the end of the axle and takes an exact pattern of the inside of the skein to which the axle is to be fitted. This insures a perfect fit. The hubs are dodge mortised, which makes the strongest and most durable wheel that can be constructed. The advantage of dodged spokes in a wheel over those set straight, as used by other manufacturers, can be readily seen by examining one of the Mitchell wagon wheels. In fact, the points of superiority in the Mitchell wagon are so many that we have not the space to enumerate all of them but we are free to say that it stands at the head and front of all competitors, and is known far and wide as, the strongest, most durable, best ironed, best finished and lightest running wagon in the world. We think that any farmer or teamster buying one of these wagons will get more for his money and be better satisfied with his investment than with any other wagon made in the United States. They have an exclusive department for their spring wagon work and employ there none but the most skillful and experienced workmen. It is their aim to make the best spring wagon in use, and from our examination of stock on hand, we have no doubt but that they fully succeed. Their prices for farm, spring and express wagons are very low, compared with their quality and durability. We predict that their great popularity and rapid sale will increase from year to year, until they will be almost exclusively used throughout the north Pacific coast.

The Farcical Conclave.

From the Willamette Farmer.

THE OREGONIAN in a short paragraph, for which we admire its good sense and independence, shows the farcical nature of the Knights Templar Triennial conclave, lately held at San Francisco. The Knights Templar of old are supposed to be the prototypes of these latter day knights of the order of masonry. The world now has no use for the knights of olden time, and any representation of that order in our day should be made on the stage or symbolized without pretense that the old order needs perpetuating. The worthy old knight who wields the tailor's goose on ordinary days, may enjoy lugging a dull sword, clad in gorgeous paraphernalia on extra occasions, and the old knight who drives a dray may think he takes higher rank when he thus exhales himself with other honest men in the grand conquering outfit that masonry ordains, but they are mistaken. The honest simple men of any modern trade have more honorable significance than all the parade any order can invent. We believe with THE OREGONIAN, that every mother's son of them all knows that he is a fraud and enacts a farce when he shows off his gilded toggery in awkward maneuvering. We never see them thus, but we feel sorry for them and wonder if John Gilpin was not a better man than they.

FALL AND WINTER MILLINERY

Mrs. Ripperton has just returned from San Francisco, where she has been selecting an elegant stock of fall and winter millinery. She has succeeded in getting one of the finest stocks ever imported here, and is now ready to furnish the ladies of Portland with the latest styles and novelties. She also brought with her a first class milliner, who has the reputation of being the best in San Francisco.

Reminding Arthur of a Fact.

Cincinnati Enquirer.

Mr. Arthur is fooling away a good deal of time in a country where the people have no votes for president.

A good medical tonic with real merit, is Brown's Iron Bitters.

PRESS PITH.

All roads lead to roam.

A dead-beat—the defunct tramp.

Food for thought—fish.—*Burlington Free Press.*

Women with retrousse noses harmonize with pug dogs.

Some people struggle under the delusion that the cowboy and the cyclone are twin brothers.

The Wall street sandwich—Bull on one side, bear on the other, and a little lamb in the middle.

The Norristown *Herald* infers that Kate Field is not a success as an old maid, because she hates pet dogs.

John L. Sullivan belongs to the Concord school of philosophy. At any rate there is peace and concord when he is around.

Is it a dude? Yes, it is a dude. Was it always that way? Yes, natural born. What does it do for a living? It breathes, dear; don't disturb it.

The Galveston *News* insinuates that the Vermont church deacons never ride the same horse back from camp meeting that they ride when they go.

It is rumored that a pumpkin is growing so fast on a certain farm in this state that the family is preparing to move off the premises.—*N. Y. Graphic.*

Oscar Wilde writes of the Michael-Angelesque appearance of a London policeman. The appearance of a New York policeman is Michael-esque.—*Harper's.*

"Too much 'portance kin be laid for de openness ob de eye," says Brother Gardner. "De owl is got a heap bigger eye den de fox, but he ain't got half as much sense."

A Wisconsin man was killed by a cyclone because he wouldn't go down in the cellar, but insisted on staying above ground to enjoy seeing his neighbor's new barn blown to flinders.

Sweet Nuisance—What should a lady do if she wants to sneeze in church? Why, she should take some cayenne pepper to church with her and inhale some.—*Boston Post.*

Cards in an Odd Place.

"Clubs are trumps!" That is what I heard in war time, in the lull between two battles, away down in Chattanooga. I was in an old southern cemetery. It was a December day; the roses were not gone, and butterflies, the symbols of immortality, were slowly opening and closing their large wings in the last warm sunshine of the year. I looked around, but nobody was in sight. All was still. Again there came up a voice, "The ace of hearts takes the trick!" At last I saw, a little way off, a vault. Three steps led down to it, and the door was ajar. Descending the broken stairs, I put a hand on the unwilling door. It yielded and a curious interior was revealed. It was a little room, dimly lighted, whose only furniture consisted of coffins, and around one of them that rested upon trestles were three soldiers. There were only four sound arms and five legs to divide among them. They had pulled two coffins from the wall to serve for seats, and they were in the midst of a game of cards. They looked up an instant and went on with the deal and the play. Nothing equals the nonchalance of veterans at the front, where the hum of bullets is as familiar as the hum of bees among the clover. I looked on awhile, and stepped up and out into the free air. Near me was a small marble lamb lying upon a slab, meaning:

There is no flock, however watched and tended,
But one dead lamb is there.

It had lost an ear by a bullet, and one of its feet was carried clean away. So far it did not matter much, as it had no possible use for the three that were left. Some idle musket, for want of higher game, had made a target of it. The whole scene set off most strikingly the quiet reverence for the dead fifty years ago.—*Benjamin F. Taylor, in The Manhattan for September.*

THE STEAM MAN.

How great our Conkling seemed to be,
So lordly on the senate floor!
How freemen bowed to his decree,
And hirelings trembled when he swore!

But what he's thwarted and resigns,
Or leaps into a scalding spring,
We cannot guess his deep designs,
Or what his future may not bring.

WARRENTON N. C.—Rev. J. E. C. Barham says: "I used Brown's Iron Bitters. It is a complete restorative, tonic and appetizer."

The trustees of Union college continue to quarrel to such an extent that the Schenectady *Star* thinks the only method of peace lies in calling Professor J. Longfellow Sullivan to the head of the institution.

Mr. B. I. Anderson, of Egypt, Tex., writes: "*Samaritan Nervine* cured my daughter of fits."

Stress of weather—"Dear lady, please help an unfortunate man. I ain't had no work at my trade since last winter." "Poor man! What is your trade?" "Shovellin' snow, mum."

Don't Die in the House. "Rough on Rats" clears out rats, mice, flies, roaches, bedbugs. 15c.

Use Rose Pills.

THE TAX LAW AGAIN

DAMASCUS, O., Sept. 5.

TO THE EDITOR OF THE OREGONIAN:

It appears to me that the money lenders and editors are having the mortgage tax law controversy all to themselves. Very little is heard from the county assessors and nothing from the farmers. Mr. Hugh Roger in his circular pleads for proportionate value for of real estate and mortgages. Let us see how his expressions and his acts correspond. Mr. A owns a farm with buildings worth $1060. He wishes to borrow money of the bank. Mr. Roger goes or sends appraisers who appraise the land, exclusive of buildings, at $2000. Then Mr. A says, how much will you loan me on that? Mr. Roger says $1000, and Mr. A thinks he ought to have $2000. Now, in the first place, who makes this $1030 valuation for [illegible] purposes: the assessor or Mr. Roger? In the second place, is land worth more for taxation purposes than to borrow money on, or are mortgages worth less for taxation purposes than to recover money loaned on them?

Our school laws are [illegible] with reference [illegible] valuation and money loaned thereon. On the same principle the money lenders work, yet Mr. Davenport in the *Willamette Farmer*, etc., would have the valuation for the school fund all right but for taxation all wrong.

It looks like a quadratic [illegible] where x stands for tax and when solved [illegible] two values, plus and minus, plus for the [illegible] and minus for the money lender.

F. W. OSBORN.

Use Rose Pills.

GEO. F. HILL,

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Admitted at any time.
Circulars giving information of course of study free.
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Importers and Wholesale Dealers in
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Pure Ground and Fresh Roasted Coffee a Specialty.
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These numbers are on Second St., between Main and Salmon,

Where you can buy anything in the line of Housekeeping Outfits, at Greatly Reduced Prices, and to verify this, we will offer

SPECIAL BARGAINS
IN
CARPETS, CROCKERY,
CURTAINS, SHADES,
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And also a large invoice of
FURNITURE,

To make room for Eastern Orders, to arrive via the Northern Pacific Railroad early in September.

Remember the numbers and place—three large stores filled with goods that must be sold at a sacrifice. Come early for good selections.

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GENERAL COMMISSION MERCHANT.
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Importer of California Fruits, Vegetables, Butter, Figs, Raisins, Etc.
And exporter of Grain, Flour, Feed, Potatoes, Eggs, Fruits, Etc., Etc.
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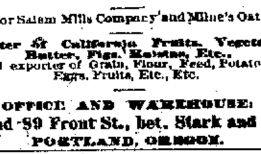
SUCCESSOR TO LUNDBERG & DILG.



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OF EVERY DESCRIPTION.
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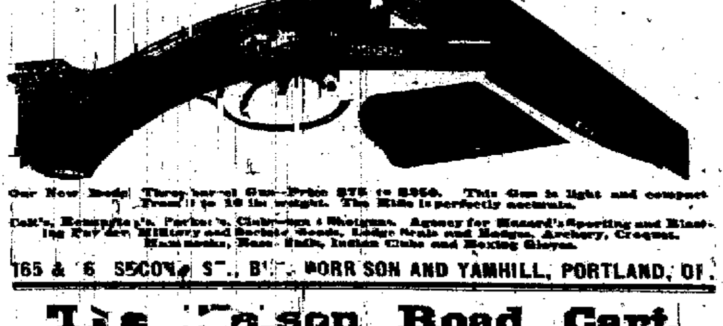

Our New Model Three-barrel Gun—Price $75 to $250. This Gun is light and compact. From 7 to 10 lbs weight. The Rifle is perfectly accurate.
Colt's, Remington's, Parker's, Clabrough's Shotguns. Agency for Hazard's Sporting and Blasting Powder. Military and Society Goods, Lodge Seals and Badges, Archery, Croquet, Hammocks, Base Balls, Indian Clubs and Boxing Gloves.
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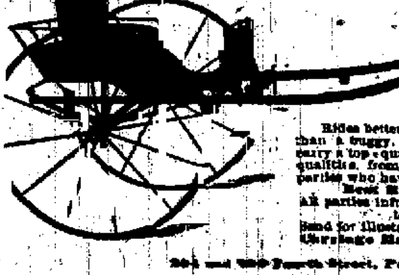
The Nelson Road Cart.
PATENTED.



PERFECTLY Balanced
And entirely free from all jerking motion of the horse, so disagreeable in other carts.
Rides better and is more convenient and desirable than a buggy, at about one-half the cost, and it will carry a top equally as well. Several different styles and qualities, from $65 to $150. Refer by permission to all parties who have used them to prove that they are the Best Riding Vehicles in the World.
All parties infringing on this patent will be prosecuted to the full extent of the law.
Send for illustrated circulars and price list to Portland Carriage Manufactory.
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During the past week we
our magnificent stock a
New Goods, comprising the
ties of the European mar
invitation is extended to
Portland and surrounding
our stock.
SILK DEPART
Through special
for this season, we are
the most magnificent goods
at extremely low prices.
Black Bonnet
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Requesting ladies to
fabric, the finest Silk
for rich costumes.
BLACK BROC
In Silks, Brocades
We have the largest
the most desirable
quite suitable for the
among which are:
The Apple
The Ottoman
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The Music
These new designs are
and silk of the choicest
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cure the great bargains
in those lines.
DRESS GOODS
We are now offering
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This elegant and well
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Jersey Cloth
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This branch of the
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Morrison Street.

The Daily Oregonian.

SUNDAY MORNING, SEPT. 9, 1883.

METEOROLOGICAL REPORT.

PORTLAND, Sept. 8, 7:57 P. M.

Place of Observation	Height of Barom.	Change last 8 Hours.	Ther.	Wind Direction	Rain fall inches	State of weath.
[illegible]	29.96	.01	63	W	.01	Cl'dy
Portland	29.96	—.04	60	Calm	.00	Cl'dy
[illegible]	29.95	—.02	78	S	.00	Fair
Red Bluff	29.95	—.05	71	S	.00	Clear

Maximum ther. 71.6; minimum ther. 56.0.

CITY.

THE NEW OVERLAND TICKET OFFICES.—The new ticket offices of the Northern Pacific railroad and the Oregon Railroad and Navigation Company at Ash street dock was completed yesterday, and is a very [illegible] and commodious structure, admirably adapted for the purposes for which it is intended, considering the haste rendered necessary to its construction, is very handsomely finished. The interior finish is Oregon pine throughout, door panels, [illegible] and other trimmings stained, and the [illegible]. Carpets have been laid throughout, [illegible] and the rooms furnished with chairs, table, etc., as the building will be used by Mr. Villard, [illegible] as a rendezvous during their stay here. [illegible] The waiting room in the lower story will be used as a reception room, and the upper story for refreshment, writing rooms, etc. The journalists of the party will be allowed a room here, furnished with [illegible]. The steamers allotted to the use of [illegible] will land at this dock, and lie there when the guests will land at this dock. After the departure of the guests the [illegible] will be devoted to the purposes for which it was built. The lower story consists of a large [illegible] room, at the north end of which is the ticket office, and at the south end is the office of the baggage [illegible]. On each side a wide staircase leads to [illegible]. On each side and near by are the toilets and other [illegible]. The upper story is divided in [illegible]. The east room will be occupied by Frank [illegible], superintendent of the River and [illegible] division. Adjoining is his private [illegible], the windows of which command a view of the docks below and the river for some [illegible] up and down, the east side depot and [illegible] which come the overland trains. [illegible] will be occupied by John Gates, [illegible] engineer, and John Holland, master [illegible] of the O. R. & N. Co., who will each have [illegible] of plans, models, etc. The baggage [illegible] warehouse adjoining the ticket [illegible] will be furnished with a hydraulic elevator and a chute to facilitate the handling of baggage. The river division has given up its wharf at [illegible] dock for the benefit of the ocean and [illegible] division and will go back to the old landing at [illegible] street. This will make matters so much more [illegible] for travelers coming and going that the [illegible] has decided that the boat transferring [illegible] to the various trains shall start from the [illegible], which will be appreciated by the public.

[illegible] FOR THE ASYLUM.—J. C. King, who [illegible] indicted by the grand jury, was arraigned [illegible] morning before Judge Stott on a charge [illegible] from a dwelling, for which he was held [illegible] by Justice Bushwiler. The prisoner appeared [illegible] court for his personal appearance, [illegible] had a comb down in the jail, but some [illegible] had stolen it that morning. When asked [illegible] to have a lawyer appointed to defend [illegible] the idea very much. He informed [illegible] that he himself was a graduate of the very [illegible] of law, medicine and theology in the [illegible], and although theology was his best [illegible] no slouch at the bar. For the purpose [illegible] time to examine the indictment, and [illegible] the case of the fool, he was allowed [illegible] until next Wednesday to plead. There [illegible] that King is a religious crank—or [illegible] he is crazy as a bedbug upon the [illegible] gamblers and fallen women. He [illegible] a gambler, and, to use his own [illegible], although a red-headed man, was saved from [illegible]. There is a growing opinion among officials [illegible] court house that King ought not to be [illegible] the penitentiary, but rather to the insane [illegible]. Briefly stated, his case is this: A man [illegible] wife, neither of whom bore the best of [illegible], quarrelled and separated, and the [illegible] she would not return to her h[illegible] became the inmate of a bagnio. This man [illegible] with his reform ideas, offered his services to [illegible] to reclaim the wife. After some time a [illegible] was effected, and this strange [illegible] pair again were living together. Then King [illegible] for his services, and not getting the [illegible] wearing apparel belonging to the [illegible]. This constituted the larceny, and although [illegible] the charge, he does not deny the facts. [illegible] as the above, coupled with his daily [illegible] in the county jail, is sufficient to convince [illegible] who has seen him of his insanity.

[illegible] DELIRIUM TREMENS.—Jake Williams, an [illegible] well known to the police, died suddenly in [illegible] city jail yesterday forenoon. He had been [illegible] up on a charge of being drunk, and about 11 [illegible] was taken with a fit of the delirium tremens. [illegible] other prisoners called Captain Hair, who at [illegible] sent for a doctor, but before he arrived Williams expired. He has been a confirmed inebriate [illegible], and his commitment papers has been [illegible] by the county judge and he was to have been [illegible] to the poor farm yesterday afternoon. Williams came to this country some thirty years ago, [illegible] said to have killed a man in a quarrel in Iowa [illegible] his neck with a blow of his fist. He [illegible] sent to the penitentiary many years ago for [illegible] two persons in cowhiding a man who had [illegible] his wife. The two men who did the cowhiding [illegible], and Williams, who was only a looker-on, [illegible] sent to the penitentiary. He was sent to [illegible] a second time for not killing Gus ley [illegible], alias Gassy Charley, having shot at him [illegible] a pistol and missed him. The next time he [illegible] to the penitentiary was for obliging a [illegible] by swearing that a young lady was of proper [illegible] to be married. Two of his terms in the prison [illegible] served under Superintendent (now chief of [illegible]) Watkinds, who, looking at all that remained [illegible] once powerful man, said, "Jake wasn't a bad [illegible] after all," and Officer Hudson, who has known [illegible] for many years, also said that he had good [illegible]. The body was laid out in the back yard of [illegible] jail to await burial at the hands of the coroner, [illegible] poor Jake has served his last sentence.

[illegible] HIS INNOCENCE.—James Turk, who has not [illegible] in the different courts of the city so frequently of late as was his wont in days gone by, [illegible] in the police court yesterday on a charge of [illegible] liquor without license. If James has not [illegible] much practice in legal matters lately, he has [illegible] not forgotten the tactics by which he [illegible] a hard fought battle in the courts. Two [illegible] testified that he sold liquor to a certain [illegible]. That person appeared as a witness for the [illegible], and swore that he had bought no liquor at [illegible] establishment; that the barkeeper had refused to take any money for drinks, stating that he [illegible] ordered not to sell any liquor, as Turk had [illegible] out a license. Mr. Turk also produced [illegible] witnesses, whose testimony completely [illegible] that of the two policemen, and the jury [illegible] James, who marched off in triumph with [illegible] flying and the minstrels' brass band playing.

[illegible] OF JUSTICE.—A young man named Fear, [illegible] unsophisticated in the ways of this [illegible] world, visited a bagnio last evening, and [illegible] became involved in a quarrel about a [illegible] which he alleged was given in the place of [illegible] dollar in payment for wine. He made complaint to the chief of police who caused the occupants of the place to be arrested. They were required to deposit bail for their appearance, which [illegible], but the alleged victim was knocked silly [illegible] asked to put up bail for his appearance. He [illegible] money enough to satisfy Captain Turner, [illegible] prospects for staying in jail till Monday [illegible]. He concluded that the best thing he [illegible] do was to drop the matter, but that arrangement [illegible] satisfactory, and at midnight he was [illegible] chewing the cud of sweet and bitter fancy in [illegible] jail, and musing on the hardships endured in [illegible] pursuit of justice.

[illegible] FOR A SOLDIER."—A. C. Stetson, a young [illegible] well known in this city, took a notion some [illegible] that he would like to revisit the scenes of [illegible] and the parental roof. He accordingly [illegible] as sailor on a vessel bound to England, [illegible] there found his way to the faderland. He [illegible] finished embracing his relatives when [illegible] government stretched out its spacious arms and [illegible] him in, and informed him that he owed his [illegible] several years of military service. So [illegible] him into the army," and he writes [illegible] friend here that he need not pay any more [illegible] for him, as it is uncertain when he will [illegible] return to his beloved Oregon. He intimates that he will return at the first opportunity, [illegible] he has to leave some of his soldiering un[illegible].

[illegible] THE TIME.—Franklin, the Modoc [illegible], California, murderer, who was captured a [illegible] near Corvallis, started for home in [illegible] of the sheriff yesterday. They will make [illegible]. It is this same Franklin who was [illegible] the police of this city arrested a young [illegible] the rode into the city on horseback about [illegible] ago. Fortunately the sheriff of Modoc, [illegible] was in hot pursuit, was thoroughly acquainted with the features of the real murderer, [illegible] consequently the young granger's imprisonment was of short duration.

[illegible] FALL.—A ten-year-old son of H. A. Breitbarth, [illegible] by the magic lantern display at the corner [illegible] and Washington streets last evening, as[illegible] the stairs at the Washington-street entrance [illegible] building to investigate the lantern, for [illegible] of seeing how the pictures were produced. [illegible] returning he attempted to slide down [illegible] and fell off. He was picked up by Policeman Holnsburg and carried to his father's residence. A physician was summoned, who pronounced [illegible] injuries not dangerous. It is thought no [illegible].

[illegible] AN ESCAPE.—A young man aged about [illegible] years was accused of stealing $20 and a [illegible] from a Chinaman at Sellwood yesterday. He [illegible] a charge of by two men, and, accompanied by two Chinamen, the crowd came to Portland [illegible] wagon. While passing down Second street, [illegible] Chinatown, the boy jumped from the wagon [illegible] his escape through the crowd. The [illegible] officers proceeded to police headquarters [illegible] reported. They returned to Sellwood last evening, [illegible] over the day's adventure.

[illegible] OVERTURNED.—The fresh breeze yesterday [illegible] tempted several parties out sailing. [illegible] The sail boat Eclipse, from Le Cla[illegible], was upset by a sudden gust just off the [illegible] of the Morrison-street bridge. Of the two [illegible] on board, one was thrown into the river and [illegible], while the other in some unaccount[illegible] up the boat's side as she turned [illegible] himself on the bottom of the boat [illegible].

MUSICIANS ARRIVED.—The State of California brought us last evening the musical contingent, numbering fourteen of San Francisco's choicest orchestral players, to assist our local organization, the Orchestral Union, at the forthcoming concert. The strangers are right welcome here and we hope that they may return impressed that though hitherto remote from the musical world in which they live Portland has not been altogether sleeping while art progresses.

CARPENTERS' UNION.—A called meeting of the carpenters and joiners of this city was held last evening under the auspices of H. Whittek, for the purpose of organizing a union of these trades, the objects of which are to be protection and benevolence. Officers were elected, who will be installed at the next regular meeting, due notice of which will be given in this paper.

MOVEMENTS OF STEAMERS.—The State of California arrived at Astoria at 7:45 A. M., left up at 8:40 A. M. and arrived here at 9 P. M. The Geo. S. Homer reached Astoria at 9:30 A. M. The Oregon reached Astoria at 1:20 P. M. and probably left out at 4 P. M. The steamer Victoria reached Astoria at 2:20 P. M. The Columbia sails from San Francisco Monday.

THE AMUSEMENT WORLD.

The Newmarket theater, during the past week, has been occupied exclusively by the Ainsley Scott troupe of jubilee singers and minstrels, some eighteen in all. They give an entertainment somewhat similar to that given by them when performing here four months ago. Miss Webb sings very sweetly, and always elicits volleys of applause, while Miss Chester is improving very rapidly, and fairly divides honors with Miss Webb. The best thing in the comic portion of the performance is the impersonation, by John Carter, of a Chinese vegetable peddler, whose efforts to attain the mastery of the English language never fail to bring down the house.

The burlesque opera of the "Ill Treated Troubadour" has been the wind up of each night's performance since they have been here, but Mr. Scott informs us that they are now rehearsing a novelty called "Black Hash," in which are introduced all the pretty airs from "The Sorcerer," "Queen's Lace Handkerchief," "Claude Duval," "Iolanthe," and "Marjolaine." It will be performed here by this troupe on their return from the Sound.

The Figaro troupe of Spanish students have been playing to good business in the Sound towns, and were to appear in Seattle last night for the last time. They will open here on Monday night with an entire change of programme and with additional attractive features.

Mr. George Holland, who appeared here in the Leonard Grover troupe when they first made their bow to the Portlanders, has scored an unequivocal hit in San Francisco as "Lord Dundreary." Of course, the man who saw Ned Sothern in that part should keep away from the theater, but the man who did not see it can enjoy Holland's rendition of the sainine peer and laugh accordingly.

Madame Martha Porteous, who came here with the Julie Rive-King party, has become a general favorite in opera bouffe in San Francisco, and in consequence thereof has secured a profitable engagement in one of the opera troupes at the east. She is a very sweet singer and will yet be heard from at the front.

Manager Stechhan talks of going east to secure a series of attractions for the Newmarket. He should form an arrangement with John Maguire, who is running the theaters in Helena and Butte, so as to bring all the attractions that come west and let them play here before visiting San Francisco, returning by the Central route. Portland's growth demands it.

BRIEF MENTION.

The Spanish Students reappear at New Market theater to-morrow night, in combination with the Wheeler dramatic company.

A handsome double arch has been erected over the junction of the N. P. & O. R. & N tracks at Wallula, decorated with flags, evergreens and cereals.

THE WEEKLY OREGONIAN contains a full account of the stranding of the Queen of the Pacific and her recovery. Copies may be had at the counter.

An extra edition of this number of THE OREGONIAN has been printed. Orders for any number will be filled on calling at or addressing the business office.

The grand jury has adjourned until Thursday next. They indicted John Ritter, a colored youth, for seduction, and a Chinaman charged with a deadly assault.

Bridgeport campmeeting is now in progress and will continue ten days. It is twelve miles south of Portland. Rev. F. H. Ashcraft has charge of the services.

One hundred head of as fine beef cattle as any country can produce arrived here yesterday for W. W. Spaulding. The butchers of this city desired some extra fine beef at this time, and Mr. Spaulding took pains to provide it. The cattle are from Umatilla county, and do credit to the pastures of that section.

A property owner complains that in the improvement of Columbia and Jefferson streets, instead of clean-washed gravel being used as the contract calls for, a great quantity of sand is being spread upon the street. This, he claims, is not good, and thinks it is the duty of some one to attend to the matter. It probably is, but who is the man?

The Transcontinental Street Railway Company will have their cars in waiting at the entrance to the pavilion on the night of the concert, and on all similar occasions—an accommodation the public has not heretofore enjoyed, and which they will appreciate. The company has two cars on a ship in the river which should have been here before now, and they have a number more on the way—enough to thoroughly stock the road.

THE OREGONIAN mentioned several days ago that Charles Kohn & Co. received the first way-bill westward—a car-load of lager beer from Philip Best & Co. of Milwaukee. Yesterday Mr. Kohn got a telegram informing him that the beer was not only in the first freight train but in the first car of the train as well. He felt very happy over the prospect of being the consignee of the first car-load of freight to come in to Portland. Now if there should happen to be a "Y" at any point along the road and the train should run onto the "Y" and Charley's car should thereby become the last of the train, that man will yearn to howl.

PERSONAL.

B. F. Schwatz, Donald Dinnie and D. A. McMillan returned from British Columbia yesterday.

Mrs. H. McCormick, principal of the primary school, Sacramento, Cal., is in the city visiting at A. Lobe's.

Mr. S. F. Bosworth, the lady who was hurt on the recent disaster of the Queen of the Pacific, is no relation of our townsman, Captain P. S. Bosworth.

Mr. Fred P. Mesick of Kinderhook, N. Y., a civil engineer and graduate of Cornell university, arrived in this city last night by the Northern route. Mr. Mesick comes to the northwest coast with the intention of permanently locating here.

Judge B. F. Dennison and wife of Vancouver have returned home from a month's recreation at Oysterville and Bellingham Bay. The Judge reports that D. O. Mills and P. B. Cornwell of California are preparing to build a railroad to connect with the Northern Pacific and Canadian Pacific, and things are booming. Mrs. Dennison is a cousin of Senator Geo. H. Pendleton of Ohio.

AMUSEMENTS.

LAST SPIKE PICNIC.—The jollification in honor of the last spike commences to-day at Gambrinus park, where a picnic, minstrel performance and wrestling match will be part of the programme. Ainsley Scott's Jubilee Singers and brass band will furnish the entertainment and music for the dancers. Donald Dinnie and D. A. McMillan will wrestle a mixed match, which will positively be their last appearance. Since their last match they have been to British Columbia, where McMillan wrestled with Tom Stocker, a Cornish wrestler, and won easily. Dancing will be the order of the day, and refreshments will be served in abundance. The Washington-street cars and coaches will run every five minutes.

ENTERTAINMENT AT TURN HALLE.—The grand golden spike entertainment which will take place next Wednesday evening at Turn Halle is in the hands of a committee of ladies and gentlemen who will leave no stone unturned to make the affair an unqualified success. The programmes will be printed on the finest pink satin and perfumed, and will be interesting souvenirs of the occasion. A handsome invitation, now on exhibition in a First street show window, will be sent to Mr. Villard.

THE COURTS.

STATE CIRCUIT COURT—JUDGE STOTT.

FRIDAY, Sept. 7.

Shields vs Shields—Default.

Roble vs Roble—Default and referred to P. L. Willis.

Grand jury present two indictments.

Woods vs Woods—Receiver appointed.

Grand jury present one indictment.

SATURDAY, Sept. 8.

Chung Yeo vs Hop Chung & Co.—Ten days to file bill of exceptions.

Martin vs Martin—Order that sale of certain personal property be made, and that the receiver pay to the defendant $1200 on account of partnership funds.

State of Oregon vs J. C. King—Arraigned and Thursday to plead.

Connolly vs Mitchel—Submitted.

Sellwood vs Gray and De Lashmutt—On trial.

POLICE COURT—MORELAND, J.

Lee Shong and Hi Pock—Attempt to kill. On trial.

N. W. Grw and Eigh Foy—Assault and battery. Continued.

Gong Ging and Ah Long—Residing in bawdy houses. Continued till Monday.

L. Sternberg—Vagrant. Fined $25.

John Beilea, C. Siller, Geo. Wager, Jas. Turk, Aug. Housemann, Tim Stapleton, A. Block, Schmidt & Cowley, Wing and Ruh, Wm. Carroll, A. Robertson, W. R. Wallace, Reagan Bros., selling liquor without license, continued till Wednesday.

Thos. Maguire—Larceny. Continued till Sept. 10.

M. T. Bonnagan, Jas. Murphy, T. O'Leary, Chas. Goomer, P. L. Danby, M. Seller, Wm. Miller, Robt. Frazer. Drunk and disorderly. Fined $10.

Nick Stot[illegible]—Assault and battery. Continued till Monday.

John Davis—Larceny from person. Continued till Monday.

A STRAW.

President Arthur and party are said to have amused themselves at their encampment near the Northern Pacific where they disembarked for their trip through the great National park, by tallying the westward bound freight cars and were astonished that the resources of Oregon should require several hundred cars to transport the accumulated freight. They were greatly pleased at noticing upon some of them the following legend: "First through freight for Redington, Woodard & Co., importing and wholesale druggists, Portland, Oregon."

PREPARING.

On Every Hand the Celebration is the All-Absorbing Affair.

FINE DISPLAY OF THE N. P. R. R. LAND OFFICE.

Orders Issued by Division Commanders—Additions to the Grand Marshal's Army of Aides—Notes

In anticipation of the arrival of Mr. Villard and his distinguished guests, the office of the land department of the Northern Pacific Railroad Company and of the Oregon and California Railroad Company, and of the bureau of immigration, has been properly decorated under the directions of E. W. Mitchell, chief clerk, owing to whose excellent taste the display exceeds in beauty anything of the kind ever attempted here.

Over the door is the motto "Salvell," being the Latin for "all hail," or "welcome." The decoration of the office and exhibit room, together with the exhibition of samples of wheat, oats, rye and other cereals, fruits and vegetables is remarkably fine, and shows not only what can be produced by the Pacific northwest, but also that the same can be arranged in the most attractive form.

Upon entering the office from Front street, the colors of England, Germany and America are found gracefully grouped across the hallway. Just beyond is an arch composed entirely of wheat, oats, barley and rye in sheaf. The arch is of Gothic style, and in design follows all the proportions and requirements of the Gothic. Its foundation is composed of sacks of grain, while wheat and oats tower to the very ceiling, the color being suitably relieved by ivy and smilax.

Passing under the arch is a series of shelf tables, on which is a very fine display of apples, pears, peaches, grapes, plums, prunes, melons, etc., all placed upon majolica plates, set upon a white cover. Above these are wreaths of ivy forming panels and surrounding fruits and vegetables, relieved by graceful drooping smilax. Beyond are stands in which remarkably large and fine samples of wheat, oats, rye, barley, clover, grasses, hat vo and cel[illegible], are displayed to decided advantage.

In the center of the exhibit stands the great center-piece composed of Oregon and Washington Territory woods inlaid with different shades of maples, box, walnut, etc. Upon this center-piece there is every variety of cereals towering to the ceiling, nearly twenty feet, all enclosed in glass jars, appropriately labelled and subject to the inspection of visitors.

Across the room the colors of America, Germany, England and France are grouped in festoons, in a most artistic manner.

On the walls, tastefully displayed, are four very appropriate mottoes, reading "The Pacific Northwest; by her yielded; yielded with coy submission, modest pride," forty bushel to the acre.

"When proofs are present what need is there of words."

"Facts are stubborn things."

"Now, by St. Paul, the work goes bravely on"—and here too.

"Nothing succeeds like success." "This is an off year."

In the private office of Mr. Schulze, the general land agent, a very fine picture of Mr. Villard, surrounded by the choicest flowers, is suspended.

Taken as a whole, this display certainly is one of the finest in Portland, and is in full accord with Mr. Villard's ideas of liberality.

MORE GRAND MARSHALS' AIDS.

The following additional acceptances have been received by the grand marshal and have been assigned to duty on the general and division staffs: David Kelley, W. D. Hoxter, Prof. W. D. Lyman, Samuel Hughes, Leroy Smith, Prof. Horace Lyman, Erwin Smith, J. E. Tibbets, James L. Bliss, Edward Watkins, W. F. Wise, John Grever, Capt. B. B. Tuttle, P. A. Marquam, Jr., I. Story, S. Wasserman, O. B. Stubbs, Dr. J. B. Pilkington, D. W. Prentice, Prof. R. K. Warren, G. G. Ames, A. D. Whitney, D. E. Buchanan, Prof. C. W. Toby, Prof. J. Burnham, J. A. Macrum, C. P. Heald, R. A. Frame, E. C. Frost, H. W. Nickerson and Frank [illegible] Warren, Jr.

FIFTH DIVISION TAKE NOTICE.

All posts of the Grand Army of the Republic, and all visiting and sojourning comrades and veterans who desire to join in the parade, will rendezvous at the hall of Geo. Wright post No. 105½ First street, between Stark and Washington streets, at 11:30 A. M., from which place they will be escorted to their proper position in the line.

Staff officers and aides will report at 11 A. M. to Z. T. Wright, A. A. G., at the corner of Fourth and Washington streets.

The veterans of the Mexican war will report at 12 M. at the corner of Third and Washington streets.

The Portland fire department, under command of Chief Thos. A. Jordan, will rendezvous at 12 M. on Washington street, right resting on Third street.

By order of Gen. G. E. Catlin, commanding division.

NOTICE TO AIDS—EIGHTH DIVISION.

All the aids of the eighth division will rendezvous at the corner of Fourth and Oak streets, at 1:30 Tuesday morning, Sept. 11, by order of Dudley Evans, commanding eighth division.

The following is the list of aids: George D. White, D. W. Wakefield, J. L. Bliss, F. Clarno, J. [illegible] betts, S. A. Stansbury, J. I. Kellogg, Wm. Vanderhill, Charles Ford, Geo. H. Himes, T. J. Matlock, Frank Payne, C. J. Garrison, H. McGuire, H. C. Wood, J. Manion, H. R. Laber, W. R. Struble, Frank G. Ellinger, H. C. Bredden, J. Frank Niles, David Cole, Eugene Semple, Capt. R. Hoyt, W. S. Chapman, Isaac Blum.

NOTE.

The Second Infantry band from Fort Coeur d'Alene arrived in the city Friday night. They take an active part in the great celebration.

A ticket to the entertainment at the pavilion admits the bearer only—one lady or gentleman, and not both, as some have misunderstood.

Those subscribers to the celebration fund who have not obtained their tickets are requested to call at 92 Front street to-morrow (Monday) forenoon and get them.

The Mexican war veterans of this city, a remnant of the famous army that carried the American flag into the halls of Montezuma, will appear in the celebration as part of the fifth division.

During the absence of Mr. Prescott, Mr. H. J. McDonald will have full charge of the musical affairs in connection with the street music and music at the pavilion. Any request or suggestion from him will be the same as coming from Mr. Prescott.

WM. PFUNDER.

Our Leading Druggist and Chemist.

OMNES PLOSINT.

In the midst of our festivities over the completion of the Northern Pacific railroad, we must not forget to rejoice at the fact that we have in our city a man who has driven many a last spike into the heart of disease, causing greater rejoicing in the homes of thousands than the driving of the last spike in all the railroads yet to be upon this terrestrial globe. That man is Wm. Pfunder. From the very beginning of his career here he has taken a leading place among our business men, and has been considered the safest and most scientific druggist and chemist in the Northwest. He is not only this, but he is a scientist and discoverer. By his careful research he has found many hidden properties in the vegetable kingdom of incalculable value to the human race. His Oregon Blood Purifier and Kidney and Liver Regulator have proven a priceless boon to the afflicted, and many a glad heart has sung peans by night and by day fraught with the highest praises for this skill. His S. B. S. Fever and Ague Mixture is a wonderful vegetable compound which has never been known to fail of a cure. Besides these he is the inventor and discoverer of numerous other valuable remedies, among which are his Oregon Cough Balsam, Chiretta Bitters, Auricomus Lotos for the hair, the A. A. A. Liniment, Compound Ext. of Calisaya Bark, Buchu Compound for the Kidneys, Beef, Wine and Iron, a nutritive tonic, and a complete assortment of essences, which are highly recommended to convalescents for drinks for the sick room. These are only a few of the discoveries he has made in the medical world, but they suffice to show what a wide range of thought is embraced in his studies. His elegant establishment is located at the corner of First and Ash streets, where the public will find one of the best arranged and most completely stocked drug stores in the northwest. He is prospering in his business, as a man of his worth well deserves.

REAL ESTATE MARKET.

PORTLAND, Sept. 8.

The following special report of the real estate market is furnished THE SUNDAY OREGONIAN by J. Fred Clarke & Co., real estate agents:

The inquiry for residence, business and country properties has been better during the past week than for many preceding. The return of numerous citizens and capitalists absent for the past two months from the city, as well as the influx of numerous strangers proposing to become residents of Oregon satisfactorily accounts for the improvement. The tabular statement given below showing the recorded business of the week is to our own certain knowledge, little more than one third of the business actually done. The outlook for a good fall business is full of promise:

	Deeds.	Amount.
Country and Suburban	15	19,167 00
Caruthers and southward	4	6,475 00
City	2	3,100 00
East Portland	5	2,150 00
Albina	3	2,167 50
Bond for deed, country	1	2,800 00
Bond for deed, Albina	1	1 00
Total	31	$35,820 50

NEIMEYER THE TAILOR.

What is Said of Him.

Whenever we have anything to say of Mr. G. Neimeyer, the merchant tailor we always think it the best way to repeat what the Portland public say of him. It is indicative of his skill in his business and a high compliment to him, for we consider Oregon people just as refined in their tastes and as critical as in the hub center of the union. They are continually saying that he is the best tailor in Portland. That he carries the best stock of goods in the Northwest. That his importations are genuine French and English goods. That his styles are always up the highest point of fashion. That his art in dressing a man well is unsurpassed. In fact, that he leads the way in all things pertaining to his trade. His establishment is located at No. 127 First street, in old First National bank building.

REMOVAL SALE OF BOOTS AND SHOES.—Wiberg & Hallabaugh, 145 Front, will remove to Nos. 70 and 72 Morrison street, corner of Fourth, on or about the 1st of October, and until then they will sell boots and shoes at less than ever offered before in Portland. Their stock is all first-class goods. Their bargains, though, will be found in the rear store. Remember, 145 Front street, between Morrison and Alder.

167 Third street is where you will find John B. Garrison, the great sewing machine man.

SALEM NOTES.

[FROM THE OREGONIAN'S LOCAL CORRESPONDENT.]

SALEM, Sept. 8.

The Salem flouring mills are receiving about 7000 bushels of wheat daily.

The smoke has cleared away somewhat, and the indications are once more favorable for rain.

George H. Thurston and wife of Portland are visiting General and Mrs. W. H. Odell of this city.

Geo. A. Taylor of Oakland, and H. N. Hayden of Salem have been appointed notaries public by the governor.

At noon precisely the first gun of the national salute, ordered by the board of trade, was fired in honor of the driving of the last spike in the track of the Northern Pacific railroad.

Among the Salemites who contemplate going east on the pioneer excursion are Hon. D. McCully and wife, Miss Ida Church, Mrs. Jos. Holman, Werner Breyman and family, and E. Breyman and family.

Rev. S. B. Harrington, the newly-appointed pastor of the M. E. church of this city, arrived here last evening from Seattle and was cordially received by his congregation, with whom he promises to become very popular.

Miss A. R. Luse, for some time past teacher of elocution in the Willamette university, has resigned that position and will hereafter take up her residence in Portland. She has proved a very successful teacher and bears with her the best wishes of a host of warm friends.

Hon. Henry C. Owens and Dr. J. C. Whitaker are doing the city. Jack Green is in his glory to-day as superintendent of the national salute to be fired in honor of the completion of the Northern Pacific railroad. The following dispatch was to-day sent to Henry Villard, Esq., by the Salem board of trade:

SALEM, Or., Sept. 8, 1883.

HENRY VILLARD, N. P. R. R.—The board of trade of the capital of the state of Oregon are now firing a national salute in honor of the completion of the Northern Pacific railroad. Accept our congratulations upon the successful termination of this great enterprise.

SALEM BOARD OF TRADE.

In reply to a petition to the executive committee of the State Agricultural Society requesting them to prohibit the sale of intoxicating liquors upon the state fair grounds, Geo. A. Peebles, as secretary of the society, has sent the ladies a communication which closes as follows: "Hence we feel that we should say frankly to you, ladies, that while we cannot promise you there shall not be any intoxicating liquors sold on the fair grounds until we are by the board authorized to prohibit its sale, we will do everything in our power to so manage and control the matter that it will not interfere with the visitors at the coming fair."

HENRICHSEN & GREENBERG.

The leading diamond, watch and jewelry firm of the northwest, leads also in the beauty, novelty and profuseness of decoration on this occasion, their place of business, No. 148 First street, being a perfect marvel of loveliness. No line of business in the city can more fitly celebrate the dawn of the present era, ushered in by the driving of the "golden spike" that signalizes the union of the commercial interests of the east and west than the business which this house so well represents. Evidently viewing it in this light, Messrs. Henrichsen & Greenberg have offered complimentary tribute to the event with unsparing hand, dictated by excellent taste. As a result their house presents an appearance in advance of anything ever before witnessed in this city. Bunting and garlands are tastefully arranged and interwoven about the front of their establishment, the national colors combining with nature's own hue in an effect that is unsurpassed, and for that matter, unsurpassable. Conspicuous, above the door, is the suggestive, and always pleasing word "Welcome," in evergreen, and immediately below this symbolic word is hung an elegant crayon, executed especially for Messrs. Henrichsen & Greenberg by Mr. Moore, the artist. This is elegantly framed.

On the front of each of the two large windows appears a handsome oil painting of a locomotive marked respectively, "O. R. & N., 1883, and N. P. R. R., 1883," surrounded by a delicate wreath of evergreens. Monday evening the front will be gorgeously lighted up with lanterns, forming a picture as brilliant as if furnished by a special artist with brushes of magic, dipped in gorgeous tints fresh from fairy land. The crowning wonder of this tasteful display is the dainty locomotive which has been the admiration of hundreds of passers-by within the past three or four days. Formed of everlasting flowers, in the coloring of which art has diversified nature, this floral gem attracts universal attention. The name "Henry Villard" is conspicuously displayed in gold letters on the royal purple bed of immortelles that forms the body of the locomotive, and the miniature tender is decorated by the letters N. P. R. R., also in gold. This graceful and ingenious device will be presented to Mr. Villard upon his arrival in this city with the compliments of the firm. Messrs. Henrichsen & Greenberg recognize the fact that the line of business in which they have taken front rank in Portland is as much affected by the advent of the railroad as any other in which business men are engaged. A good reliable watch is not more the idol of a railroad man than its possession is a necessity to the prompt and accurate discharge of his duties. In this line railroad employes have received the especial attention of this firm, who, while having successfully and satisfactorily catered to the public at large, have held, in regard to the needs of this class, the fact that it is absolutely necessary that they should be served with reliable time-keepers. Indeed, the stamp of reliability is a noticeable one upon the entire trade of this house, and because of this their establishment is sought by all who desire to purchase articles in their line. Gold, silver and precious stones are chief among the articles of which none but an expert is able to form correct judgment. This being a well established fact among people of discretion, their first query when deciding upon a purchase in this line is, "Where can I find reliable dealers?" All such can with the utmost confidence call upon Henrichsen & Greenberg, assured that the article they desire is in stock or will be manufactured to order, and that it will prove just what the firm represents it to be.

The enterprise of the firm, as shown on this, the greatest occasion in the commercial life of Portland, is commendable, not only as the work of individuals interested in the business growth of the country, but in a public view, as a beautiful integral feature in a most magnificent display. To such enterprising business men as these Portland owes the proud position that she occupies as the metropolis of a vast section, and by the efforts of such, extending, as they do, beyond the narrow limits of individual interests, she is enabled to greet the eyes of visitors from foreign ports and eastern lands in the gala robes of a city, according to her population the wealthiest in the entire country.

With miniature locomotive bearing the honored name of the president of the Northern Pacific; with gracefully drooping banners that speak, wherever they are displayed, of loyalty to and pride in the great republic; with words of "Welcome" displayed in living emerald and letters of gold emblazoning the enterprise that has spanned a continent, Henrichsen & Greenberg will take their place in the front rank in the grandest display ever witnessed in the northwest, and will compliment alike the guests, their generous host, the rejoicing city and the enthusiastic country by the tasteful and profuse decorations that will attract the attention of the multitude on "illumination night" and "parade day," with which the completion of the Northern Pacific is to be celebrated.

ABELL'S

Photographic gallery is as widely known throughout Oregon and the territories as Villard is known in the wide world. Abell's photographs are scattered far and wide, and are much flattered wherever found. All the latest ideas known to the art are introduced at the earliest moment by Abell, and as a result there is a demand for any new feature. The constant changes in the display at the entrance to the gallery are evidence of the immense business transacted by this photographer. The reception room is a model of luxury and convenience, and with Mrs. Abell in charge, the wants of customers are not overlooked. Mrs. Abell is about as well posted as the genial Abell himself, and what he undertakes in his line is sure to be accomplished to the satisfaction of customers. When not otherwise engaged, Mr. Abell travels to other points and takes photographs of everybody in the several localities in his own peculiar and finished style. Photographs of almost every public man in the northwest can be seen at Abell's gallery, and this is further evidence of the photographer's fame. Visitors in the city this week will do well to stop at Abell's and take a sitting. Abell will take the best possible care of you, and furnish you with the best photograph you ever had. Remember his place, and make no mistake.

MILLINERY.

The recent return of Mrs. Hildebrand from her Bay City means that the lady has just completed one of her business trips. The success which the firm of Hildebrand & Anderson have gained is the best evidence that the senior partner knows what the ladies of Portland and Oregon generally want in the line of millinery, and it is safe to imagine that the trip just finished is another collection of the very latest novelties in the way of fall styles, including the newest shades. The ladies composing this firm bring to the business a large experience, and their customers depend largely upon them to select what is most becoming. The establishment is the largest in the city, is in a locality most frequented by ladies and has become one of the institutions of the city. The mere fact that Mrs. Hildebrand has returned is sufficient to create an anxiety among the fair sex as to what will be next. They shall see and be pleased that is certain.

MEUSSDORFFER.

Another house that has lived and prospered through the sixties, until the last spike is driven (and will many years thereafter, it is hoped) is Meussdorffer, the hatter, than whom no one is better known. Meussdorffer's hats and caps are to be found in all sections of the country. He recently returned from one of his business trips below where there are other Meussdorfferes, who, like himself, are thoroughly posted in head gear. For the fall, Mr. Meussdorffer, as usual introduces many new styles. A trip to San Francisco always means something new, and this one is no exception to the rule. Long live Meussdorffer and may his hats be worn in the years to come by the admirers of what is perfect in head dress. Call and examine Meussdorffer's last selections.

PIANOS AND ORGANS.

With only a few months' experience in business on First street, and many years' knowledge of the trade to back their introduction to the public in opening a house here, Messrs. Gardner Bros. have all they can do in handling goods in their particular line. At their establishment we find the world famed Knabe piano, than which there is no better; the Steck piano, which is becoming better known daily; the Taber organs, instruments of rare value; the "Little Giant" Steck piano is an instrument which they have recently brought to notice here and for which they find many orders. The house carries musical instruments and a general variety of goods in their line. A visit to the establishment, 165 First street, will repay anyone and visitors now in the city will do well to call and see these pianos offered by this house, besides other goods carried by them.

Worth Knowing—Railroad completed and Pfunder's Oregon Blood Purifier selling more rapidly than ever; everyone takes it; all praise it. Oregon's product. Pfunder's Oregon Blood Purifier. Be wise, be healthy, and be happy for $1 the bottle.

Hildebrand & Anderson want apprentices.

THE VERY LAST SPIKE.

Continuous Railway Communication Between St. Paul and Puget Sound.

Shortly after driving the golden spike yesterday afternoon President Villard was handed a telegram. His face lighted up with a smile as he said: "Ah, this will explain Mr. Montgomery's absence," and then read the following telegram:

PORTLAND, Sept. 8, 1883.

Henry Villard, President, Northern Pacific Junction, Montana:—We have just driven the last spike on the 40-mile Portland and Kalama extension of the Northern Pacific railroad, and you now have all rail from St. Paul to Tacoma on Puget Sound.

J. B. MONTGOMERY.

This work was completed yesterday and the very last spike actually driven at 6:16 P. M. Cars will be run upon a barge from Lenore, on the Oregon side, to Kalama when Mr. Villard's train starts for Puget Sound next week. There has been very little fuss and parade about this little forty-mile piece of road down the Columbia river, but there has been a great deal of work done quietly and rapidly upon it. And now it is complete and only awaiting the monster ferry boat to render it a working part of the great transcontinental system.

Mr. Montgomery, who has resided in Portland for the past thirteen years, has always been a warm adherent of the Northern Pacific railroad enterprise. In 1869, when the first lot of bonds was thrown upon the market by Jay Cooke & Co., Mr. Montgomery went from Philadelphia to Pittsburg and negotiated the sale of $800,000 worth of them out of the total $5,000,000, which he claims was the first cash ever paid in towards the construction of the road. He afterwards came to Oregon and has since been prominently identified with railroad enterprises in the northwest.

In 1871 he took the first contract let up on the Northern Pacific road—seventy-five miles—commencing at Kalama and ending at a point half-way between the stations of Little Falls and Winlock. This he finished in September, 1871, after having encountered many serious obstacles. So it was a fitting conclusion to his connection with the road as a stockholder and contractor, that he who had the first contract on the road should also complete the last, and that at least two weeks ahead of the time promised. The track is laid and a train can now pass from St. Paul to Puget Sound without breaking bulk.

HOW THE BELL WAS STRUCK.

As it was not deemed certain that perfect arrangements could be made for tapping the fire bell at each stroke of the silver hammer upon the golden spike, no announcement was made that such an alarm would be given. Yesterday Mr. Guild, chief of the O. R. & N. Company's telegraph service here, and the Portland Telephone Company, made arrangements for the striking of the big bell, word having been received from the front that the wires would be connected there. One wire was attached to the spike and another to the hammer. When a stroke was made the circuit closed and the repeaters worked. This alarm was instantaneously communicated to the telegraph instrument in Mr. Guild's office. He stood with telephone in his mouth, and upon each tick gave the signal to A. J. Coffee, who worked the striking apparatus of the bell. He stood with telephone to ear and hand upon the striking apparatus. When the word "strike" came through he tapped the bell, which spread the glad word that the spike was being driven. This system really works better than direct action, from spike to bell, as any false strike does not close the striking apparatus of the bell. Much praise is due Mr. Guild and the telephone company for their action. In the same manner word was sent to St. Paul from the scene of the ceremony.

STUART'S PICTURES.

The Work of Four Years Accomplished by a Local Artist.

On exhibition at the picture framing establishment of C. C. Morse, may be seen a large collection of the works of S. E. Stuart, the well-known artist, whose versatility is proverbial, or he is as accurate with landscapes as he is painting individual portraits. During the visit of the Oregon commandery of Knights Templar to San Francisco they occupied Saratoga hall as their headquarters, and decorated its walls with pictures of Oregon scenery by resident artists, prominent among whom was Mr. Stuart. This young gentleman came to Oregon about four years ago, and located at The Dalles, whence he sallied forth in every direction with pencil and palette in hand. The result is that he has sketched the rare and radiant scenery along the Middle Columbia (between the Cascades and The Dalles) in glowing colors that only an inland empire can appreciate. Those who visit this city next week must not fail to observe his handiwork at the place above named (First and Morrison), and we shall be badly mistaken if some of our wealthy visitors from the east do not carry back some of Stuart's works to the Atlantic states with them as souvenirs of their excursion to Oregon.

One of these is a view of Mount Hood, painted from a standpoint on the southern side, in Wasco county, showing the upper cascade of White river, and the great glacier on the south side of the mountain. Another is a sunset view of Mount Tacoma from the Puyallup mission, pronounced by all the Puget sound people to be a wonder of accuracy. A third is a view of Mount Adams, taken from Hurlburt's [illegible], looking down Hood river and across the Columbia. The gem of the collection, to our own idea, is the river on the middle Columbia at John Stanley's place, just above Hood river, looking down toward the Cascades. No artist in Oregon has yet produced any bit of river scenery which surpasses this one. Next comes a sunset glow on the middle Columbia, taken from opposite the mouth of the Klickitat. Sixth in the collection comes a view on the Columbia about ten miles above Vancouver with Mount Hood in the background and Castle rock to the left. Last but not least is a view of the cascades of the Columbia, taken just above Bradford's island. There is a peculiar warmth in the picture which causes the beholder to like it better every time he sees it. There is no artist of Mr. Stuart's years on the coast who can show as handsome a collection.

E. E. McCLURE.

One of the best examples in Portland of what perseverance and business ability will do for a man is the case of Mr. E. E. McClure, whose saw and planing mills are such conspicuous landmarks in East Portland. Beginning on a moderate scale he has now built up a business in lumber, pickets, lath shingles, mouldings, brackets, etc., that bids fair in time to be the largest of its kind in the northwest. The secret of Mr. McClure's success has been his unfailing attention to the smallest details of his business, no work going out from his mills that has not been carefully examined by Mr. McClure himself. His lumber is of the best, and he spares neither time nor money to procure a class of lumber that will give entire satisfaction to his numerous customers. His planed work, rustic, ship lap and flooring will bear comparison with the best work turned out by the finest mills in Michigan or Wisconsin; clean, free from knots and carefully planed, the work of which he may well be proud. Mr. McClure's mouldings and brackets are of a high order of merit; not alone the workmanship, which it is all but unnecessary to say is first-class, but also the designs, which are very unique and show great taste. His doors, which are to be obtained of almost any size and shape, have justly obtained a reputation among the builders of this city and elsewhere. During the scarcity of lumber this past season Mr. McClure adopted a policy which were other lumber dealers to follow, would greatly advance their interests, namely: he took no undue advantage of his customers. Again, McClure has a pleasant word for everyone, and the smallest customer meets with as much attention and respect from him as the largest. If any business enterprise deserves great success from good business management and untiring attention, it is that which Mr. McClure carries on in East Portland.

A. H. JOHNSON.

Among the solid business establishments of Portland is the wholesale and retail meat house of A. H. Johnson, and among the solid men of the community, Mr. Johnson himself takes rank well forward. Ever since Portland was a village Mr. Johnson has been in the butcher business, and it is hardly too much to say that he has during that whole time of more than a quarter of a century, been the most prominent dealer in his line in the city, or, for that matter, in the whole northwest. His large retail establishment, which occupies his first stalls in Central Market, under the theater, supplies a large city trade, drawing from Mr. Johnson's own slaughter houses near the city. Wholesale shipments are made directly from the slaughter houses, and extend to the shipping in the Columbia river, to the salmon canneries, and elsewhere. In the dressing and preparation of meats for market, Mr. Johnson displays the greatest skill and taste. His annual displays of dressed carcasses during the holiday season never fail to attract attention. As a cattle buyer Mr. Johnson is known the whole state over, and is known as a square man of business. His judgment upon stock and upon the stock market is widely sought, and may always be relied upon as sagacious and honest. As an employer, Mr. Johnson has done much for the business of the country, having always from ten to forty men in his service. Mr. Johnson has acquired wealth, and has acquired it honorably. His beautiful residence, which with its spacious grounds occupies a prominent elevation west of the city, is the home of comfort and luxury well earned.

MUSICAL GOODS—KOHLER & CHASE.

The widely celebrated musical goods firm of Kohler & Chase has recently established a branch house in this city, in which a full line of musical merchandise will be always kept on sale. All goods for the Portland house will be shipped over the Northern Pacific railroad, and every advantage of time and prices resulting from direct importation will be made in the favor of customers. The lines of instruments for which Messrs. Kohler & Chase are the agents on this coast are all world-famed for the highest excellence and durability. The Decker Bros. piano was used exclusively by Theodore Thomas in his recent grand concert tour, and is recommended by the leading musical artists of the world as an instrument absolutely perfect. Its recent use in this city by so great a pianist as Madame Rive-King is an endorsement worth remembering, and its place in hundreds of homes shows the popular verdict. The "makes" of organs represented in the stock of Messrs. Kohler & Chase comprise every kind, from the small and cheap to the most expensive. Mr. Bernard Klein is the resident manager here. All who deal with this firm may be assured of courteous and honorable treatment. Every instrument will be represented exactly as it is. The house has come here to stay, and its manager purposes to make an honorable name for it.

ONCE MORE TO THE FRONT.

John Finnen's Havana Cigar Store.

Once more the genial countenance of John Finnen is seen behind the counter of a well-equipped and finely stocked cigar store. He has leased the building corner of Oak and First street, fitted it up in elegant style, and is now ready for business. He has christened it Finnen's Havana Cigar Store. He has an excellent stock of tobacco, cigars, cigarettes, smokers' articles, etc. His many friends are glad to see him back again in business, and he may expect a large patronage as he well deserves. Call and see him.

ALBANY NOTES.

Mrs. D. B. Monteith is visiting friends at The Dalles.

Henry Burmester and family, of Prineville are in the city.

R. D. Murray has purchased F. Farlin's residence. Consideration, $2,000.

Mrs. E. F. Sox of Seattle, is in the city visiting friends and relatives.

A light shower fell last Thursday evening and the smoke has entirely disappeared.

J. J. Davis threshed 2570 bushels of spring wheat from eighty five acres of stubble ground.

Quite a number of people from here will attend the celebration next Tuesday in Portland.

Rev. J. W. Cameron and family left last Tuesday for Olympia, where they will reside the coming year.

Miss Laura Goltra, of this city, has accepted a situation as instructor in music in the McMinnville college.

Rev. Joseph Emery of Corvallis will preach his last sermon for the conference year in the M. E. church next Sunday at 11 o'clock.

To-night a public meeting will be held at the court house to consider the direct railroad communication between Albany and Brownsville by the narrow gauge.

Mr. Robert R. Crosly and Miss Clara Cowan, both of Albany, were united in marriage at the residence of the bride's parents September 2, 1883, Rev. [illegible] officiating.

Miss Adriana Bullman arrived in the city last week, and has taken charge of the primary department at the college. Miss Bullman comes [illegible], recommended as an accomplished teacher.

One night recently the [illegible] saloon of William Voight was entered by a burglar and the sum of $26 50 taken from the till. The burglar gained admittance by prying up a back window with a chisel.

Wm. Denney has purchased the grocery store of W. B. Shannon. Mr. Shannon will become a farmer, having recently purchased Mr. [illegible] farm of sixty acres, lying about three miles from town, paying therefor the sum of $[illegible].

Last Monday evening Linn Engine Company No. 2 elected the following officers to serve during the ensuing year: George E. Chamberlin, president; A. C. Layton, secretary; F. N. Wood, financial secretary; J. W. Blain, treasurer; I. N. Hoffman, foreman; H. Lampman, first assistant; J. F. Lall, second assistant.

Rev. S. G. Irvine of the Presbyter[illegible] church of this city, started yesterday for Wallowa, W. T., in answer to a summons calling him to the sick bed of Capt. John Smith, agent of the Warm Springs Indian agency. Capt. Smith was once sheriff of this county, and an intimate friend of Mr. Irvine. The letter stated that he was lying dangerously ill, death being expected at any time.

The Albany Collegiate Institute will enter upon the work of its seventeenth year next Tuesday. Rev. and Mrs. J. C. Wyckoff, formerly of the Passaic Falls Institute of Patterson, N. J., and Miss A. Bullman, who for fifteen years was principal of the Young Ladies' Institute of Trenton, N. J., have been employed as instructors, and are now busy making arrangements for the new school year, which promises to be the most successful in the history of the college. This school is one of which Albany justly feels proud, and every one should lend a helping hand to make it successful in every department.

Last Thursday evening Mr. Fred P. Nutting was united in marriage to Miss Allie Miller, Rev. S. G. Irvine officiating. The groom's and bride's supporters were Messrs. William Miller, George F[illegible] and the Misses Hattie Miller and Luce Wakefield. Only family relations were present at the ceremony. The bridal attire was rich and in exquisite taste, as was that of the attendants. The groom is a popular young man of this city and son of the proprietor of the *Democrat*. The bride is one of Albany's most respected young ladies, who by her many accomplishments, lady-like bearing and pleasant address has endeared herself to a large circle of friends. After the marriage ceremony was concluded a brilliant reception was tendered the wedded couple at the residence of Mr. and Mrs. L. [illegible] Blain, at which about [illegible] invited guests were present. The presents were quite numerous and were very useful and beautiful.

CHURCH NOTICES.

Services at the M. E. church, corner Hall and Fifth streets at 11 o'clock A. M., and 7:30 o'clock P. M.—Rev. T. L. Sails pastor. A cordial invitation to all.

Calvary Presbyterian church—Corner of Ninth and Clay streets. Preaching at 11 A. M. and 7:30 P. M.; Sunday school at 12:30 P. M. A cordial invitation is extended to all.

Scandinavian M. E. church corner of North [illegible] and D streets. Rev. C. J. Larson, pastor. Preaching at 11 A. M. and 7:30 P. M. Prayer meeting Wednesday evening 7:30.

Scandinavian Baptist church, corner of Couch and Sixth streets. Services at [illegible] o'clock A. M. and 7:30 P. M., by Rev. G. Liljeroth. Subject, "Science without Religion."

Preaching at the First Baptist church Sunday morning at 11 o'clock, and in the evening at 7:30 o'clock, by the Rev. Winfield Scott. Evening sermon more especially for young men. All are cordially invited to attend.

Christian Church—Corner East Park and Columbia. Preaching morning and evening by the pastor. Morning service at 11 o'clock, and evening service 7:45 o'clock. Sunday school at 12:30 o'clock. E. Clark Davis, pastor. All are invited.

German M. E. church, corner North Eighth and [illegible] streets, Portland, Or.—Rev. J. C. Sinclair, pastor. Sunday, September 9, 1883, morning service at 11 A. M., to be conducted by Rev. William Esslinger of Chicago. Evening service to be conducted by the pastor.

Taylor street M. E. church—Rev. George W. Izer pastor; preaching at 11 o'clock A. M. by the pastor; preaching at 7:45 o'clock P. M., by the Rev. Wm. Osborn, formerly of the South India conference. The public is cordially invited to attend all services.

The German Evangelical Reformed Congregation has divine service at the church Ninth and Front streets every Sunday 10:30 A. M. and 7:40 P. M., by the pastor, Rev. J. Gantenbein and at the Odd Fellows' hall in East Portland on the first and third Sunday of each month at [illegible] P. M., by Professor R. Scheliz.

First Congregational church—Corner of Second and Jefferson streets; service to-morrow at [illegible] A. M. and 7:45 P. M.; preaching by the pastor Dr. Frederick R. Marvin; morning subject: "The Immortality of the Heart;" Evening subject: "Slavery." Sunday school at 12:30 P. M.; Young People's meeting at 7 o'clock P. M.

Unitarian church—Corner of Yamhill and Seventh streets; T. L. Eliot, minister. Services at 11 o'clock A. M., and at 7:30 o'clock P. M. Theme of the evening discourse: "Some moral results of the completion of railway connection." The public is cordially invited. Sunday school at 12:30. South Portland Mission, S. S., is at 3 P. M.

First Presbyterian church, corner of Washington and Third streets—Services, morning and evening. Morning service, conducted by the pastor, A. L. Lindsley; evening services by Donald Ross. Ushers provide seats for visitors; a cordial invitation tendered to strangers. Sabbath school at 12:30. Strangers and young men specially invited.

The Christadelphians—Meeting at 105½ First street, upstairs over Prescott's music store, between Washington and Stark streets. Mr. R. O. Beingley will give a lecture on Sunday at 11 o'clock A. M.; subject: "The Gospel is it without money and without price?" Seats free, no collections. Please bring your bibles and decide for yourselves.

A. M. E. Zion church corner Main and Eleventh streets, Rev. T. T. [illegible] pastor—Services every Sabbath 10:45 A. M. and 7:30 P. M. Sabbath school. Evening service at 7:30 o'clock. Wednesday evening at 7:30 o'clock, prayer meeting. Thursday night at 7:30 o'clock, Henry H. Garnet General Musical and Literary Association. All are cordially invited to attend, especially invitations to strangers and visitors to this city.

Church of Sea and Land, corner Third and D streets—Sunday school at 9:30 A. M. for one hour. Preaching in the Bethel hall at 7:30 P. M. by the chaplain. The public consecration to God of another sea-born daughter will take place at 7:45; Chaplain Stubbs will administer the right of baptism. The regular monthly service of breaking bread and communion at 11 A. M. All the members especially invited to this communion. Services will not be held on Tuesday evening; the weekly meetings on Monday, Thursday and Friday as usual.

HOMES IN SOUTHERN PORTLAND.

Immediately south of the city limits and north of the old Red house, on the west side of the Willamette river. This tract is one of the most desirable additions to the city of Portland proper and lots and blocks can be had upon the most favorable terms to purchasers, prices ranging from $100 to $300 per lot for choice lots, payable in installments, or to suit purchasers. There are three ways of access to and from the property: First, the regular river steamers make six trips daily to and from Portland, making regular stoppages at the association's landing, and other river steamers passing frequently. Second, by carriage or buggy along the Macadam road, upon which soon a street railway company will commence work on construction for a street railway line; third, the Oregon and California railroad (west side division), runs through these lands and a railroad station is opened. For further particulars inquire of Ira B. Powers, secretary South Portland Association, No. [illegible] First street, Portland.

THE SINGER.

Nothing has done so much to lift from woman the burden of toil as the sewing machine, and equally certain is it that no sewing machine is equal to the Singer. Its sales throughout the country average higher than those of any other two or even of the several celebrated makes. The Singer is strictly run, its simplicity in construction, durability and all its parts, does no get out of order easily and always does first-class work. Its superiority is admitted wherever it is known and it has place in thousands of houses in Oregon. The agency in this city is on Morrison street near Sixth, where all grades of the Singer are at all times on exhibition, and where competent operators are always ready to teach purchasers the simple and easily-learned skill of how to use the machines. All sorts of attachments for sale at the same establishment.

MRS. PILGER'S DRESSMAKING ESTABLISHMENT.

We call attention to the fine display advertisement of Mrs. Pilger in this paper. The ladies should read it carefully as it contains matter especially interesting to them.

Fine Jewelry.

At the New York Jewelry Company is to be found an elegant stock of jewelry, watches, clocks, diamonds, silver ware, etc., etc. Mr. Gove, the manager, is agent for the celebrated Rockford watches, the best timekeeper made.

M. Beno & Co.

M. Beno & Co., the popular grocers, are located at the corner of First and Taylor streets. First class goods and low prices are the characteristics of this firm.

A LOCAL JINGLE.

BY O. P. MASON.

Hurl your banners to the breeze and light the beacon fires,
And send the good news o'er the seas and all along the wires;
Give loud huzzas unto the wind that sweeps the world around,
That iron bands now firmly bind New York to Puget Sound.

The iron bands have joined the hands of Commerce and of Trade;
New England's honored wealthy son to Oregon's fair maid;
That minister St. Paul, renowned, so well performed his part,
That nuptial bands have firmly bound not only hand but heart.

This marriage we now celebrate, upon the bride is shedding
The golden prospects of bright days, the offspring of the wedding,
And as this Union is now made, and firm is this alliance,
Portland will have the China trade 'spite of the world's defiance.

For here must come the bulk of freight which to the west is slipping;
This route is short and nearly straight, and here's the port for shipping.
See, from the east the iron horse comes dashing by each fountain,
He leaps the river, climbs the steep and plunges through the mountain.

Then southward round the Pend d'Oreille, and by the Coeur d'Alene,
By Spokane Falls' majestic spray now sweeps the lightning train;
Then onward still with whistle shrill the cars and engines quiver,
Through every town the Columbia down to the Willamette river.

We celebrate this day with joy, the tenth day of September,
This day, in years to come, that boy will vividly remember;
Let us give our kind regard, and thanks that shall not stagnate,
To Portland's friend, Henry Villard, the North Pacific magnate.

But still we ask established rates, to every town and station,
Upon his lines from eastern states, without discrimination,
That manufacturers here may have, henceforward from this meeting,
With houses east, fair chance to live and just rates for competing.

Thus much we ask at Villard's hands, and hope he may regard us,
For lower rates to other lands will certainly retard us.
Then may he prosper in the land, and may he live so long
That he will see our city stand five hundred thousand strong.

A welcome give to every guest he brings from every nation,
Who comes to visit the northwest, to view our situation;
And last, though valued none the less, we'll fill another measure,
To all the members of the press, prosperity and pleasure.

H. ACKERMAN & CO.

Brief Sketch of the Great Establishment Under their Charge—A Prosperous Career.

In the early part of 1871 the house of H. Ackerman, located at 87 and 89 First street, was established in this city. It was started on a limited scale on the dollar store plan, the projectors believing in the plan of creeping before running, but at the same time their business sagacity foresaw the great commercial prosperity that was bound to come in time to our favored city and so shaped their course that they were in a position to grasp the situation and did the first place when that era dawned upon this great west country. As a dollar store their establishment flourished and prospered immensely. It was soon known to all the public that at Ackerman's dollar store purchases could be made at less rates than at any other similar establishment in Portland. In fact the era of high priced passed away with the establishment of Ackerman's great dollar store. The glad news went like lightning speed from household to household that the backbone of high prices was at last effectually broken and H. Ackerman was hailed as one come to benefit his fellow man. From time to time they added to their stock until it embraced everything in the line of crockery, glassware, china, notions, albums, cutlery, silverware, plated ware, etc., and a thousand articles of use and value which space will not permit us to mention. In the course of time their popularity and volume of trade increased to such an extent that they abandoned the dollar store plan and the public was glad to see them enter into merchandizing in the general way, as by that means they were enabled to attest more fully their appreciation of the house of Ackerman & Co. by a still greater patronage than ever. This happened along in 1874. From that time the most unprecedented prosperity flowed in upon the firm. It seemed nothing could stop them in their advancement to wealth and a command of the trade of the northwest. The efforts of less enterprising firms to keep pace with them only served to show their great superiority over all competitors, and finally it was universally admitted that the house of H. Ackerman & Co., stood at the front and was able to maintain that position against any single or combined effort to dislodge them. This great popularity and wonderful business success was due to the splendid business qualifications of Mr. Henry Ackerman, the head of the firm here, who from early manhood developed a capacity and sagacity in commercial affairs which few have equalled. To such a man the command of the retail trade only was but a stimulant for an attempt at greater victories in the commerce of the north Pacific coast. No sooner was the house fairly planted as the leader in the retail trade than a colossal stock of goods was ordered from eastern factories and from the great marts of trade in Europe. Competent buyers were sent to foreign countries and the east to make contracts and 1880 the firm of H. Ackerman & Co. entered the lists as a wholesale and jobbing house. As in all other ventures they have succeeded. The same ability for business which characterized the firm from the start abated nothing, but in fact was stimulated to extra endeavor and now they stand without an equal on the coast and certainly transact an amount of business in the wholesale trade that is a surprise to many of the mossbacks who have plodded along in the same old ruts for half a century. They have been enabled to establish this immense trade because they can sell a better class of goods at less price than others. They contract direct with factories to manufacture their wares. They have no middlemen's profits to overcome. So large indeed are their orders that some of the most important factories run almost exclusively on orders from H. Ackerman & Co., of Portland, Oregon. Such firms as this build up the reputation abroad of a city, of communities and of states. We have ventured the above remarks in regard to the great house of H. Ackerman & Co., because we thought it a fitting time to say a few words of the men who have been so prominent in Portland's prosperity, and as we speak to-day to so many thousands, we are only glad that we have done so.

W. W. ESPEY.

Mr. W. W. Espey began business in Portland only a few years ago with feelings of doubt, if buggies and carriages of the best class could be built here with profit. Purchasers of the best class of rolling stock had gotten into the habit of sending to the east for fancy rigs, and it was the fashion to look upon Oregon productions as inferior. But Mr. Espey was prepared with both capital and experience to set up business and the best style, and he did it. The very best facilities were secured, the finest workmen were brought out, untiring care was devoted to every detail. It was soon noised about that Espey had turned out some fine jobs, and upon investigation it was found to be the fact. From the first Mr. Espey competed with the best products of the best eastern factories in every point of merit, and, too, in the important matter of prices. The difference in the freight on material in bulk and carriages already made, about compensated for the higher wages paid here, so that the competition was on an even footing. By always turning out first-class work, by dealing directly with his customers and always on the square, Mr. Espey has built up a really great business. The completion of the railroad will add to his facilities, and he will be found ready now as always, to do better work and to charge less for it, than competing eastern houses.

SKIDMORE & CO., DRUGGISTS.

One of the oldest established drug stores in Portland is that of Skidmore & Co. Their success has continued unabated from the very first, and increased as the years have rolled along. With one of the ablest and most experienced prescription clerks upon the coast, the patrons of the establishment have always felt secure as to the manner in which their prescriptions would be filled. As to the store itself, its present appearance is a model of beautiful arrangement, and the elegant fittings of the place are set off at their best by the goods which are so tastefully displayed. The show windows attract the attention of passers-by, and the neatness which is to be seen everywhere, easily explains why Skidmore & Co. have always had a full run of custom. For everything needed in the line of drugs, toilet articles, fancy goods, perfumery, etc., Skidmore & Co.'s is the place to go.

THE HOTELS.

ST. CHARLES.

Dr E M Charles, Or city	Mrs Jolliott, Rochester, N Y
Mrs Smith, Rochester, N Y	A L Johnson, Eagle Cliff
C O Campbell, Kansas	J Ware, Eugene
H Rung, St Helens	E L Gray, St Helens
M Stewart, St Helens	S F Shaw, O & C R R
A J Blackwood, O & C R R	E E Blackwood, O & C R R
W J La Follett, St Joe	J R James, St Helens
J B Thompson, Mt Coffin	H B Borthwick, Cascades
A Borthwick, Cascades	D Coffman, Umatilla Mws
Mrs M Miller, Eugene City	Dr G H Davis, W W
N Caplain, W W	H E Campian, Hood River
A Alexander, Vancouver	S L Lowell, Westport
E Danker, San Francisco	M Smith, San Francisco
Capt White, San Francisco	E W Mills, San Francisco
[illegible] Murphy, Vancouver	P A Poulson, New Tacoma
M W Willis, Olympia	J R Mamell, Olympia
G M Stevens & wife, Ill	W M Charley & wf, Cathlmt
F Schuman, wf & dtr, Astoria	T B Wait, Salem
R Phillips, Amity	R M Phillips, Amity
H Thompson, College Grve	G Fealy, Dallas
J Nickell & wf, Jksonville	S. Morris, Seattle
J N Lawrence, Koappton	Mrs A Jones, Roseburg
Mrs C Jones, Roseburg	Mrs Zeigler, Roseburg
J F Foster, Cathlamet	B D Hickey, O & C R R
E McClanahan & w, Eugene	C Buckingham, Chicago
W D Sturgess, Chicago	J Skidd, Astoria
J Kahn, San Francisco	H Grazier, Lafayette
C Bryan, Lafayette	D S Tidd, Oak Point
N H Marshall, Wichita, Kan	Dr A J Gesy, Salem
A Larsen, Dallas	Mrs Fairbanks, San Fran
J M Edwards, N P R R	M Witzinski, San Francisco
J L Lysons, Kalama	W S Wade, Salem
Jno Togle, San Francisco	F W D Marp, Pomeroy
W R Ellis, Hamburg	S B Elkin, Jr, & wf, Eugene
Mrs T J Crouch, Eugene	Mrs T C McCormack & ch, S F
B Blumauer, Dalles	E K Luckey & fm, Prineville
A L Richardson, W T	M Eisenberger, Vancouver

[illegible] WILMINGTON, Del., Sept. 8.—Bishop Becker of this diocese sailed for Rome yesterday. It is understood in Catholic circles that he will be made archbishop.

The Yellow Fever.

PENSACOLA, Sept. 8.—Accounts [illegible] healthy. There were three new cases at the navy yard in the last twelve hours, but no deaths. [illegible]

The dwelling of Benj. F. Wiley, near Oakland, Mason county, was burned August 31. Loss $[illegible], insurance, $1000.

HUNTSVILLE, Ala.—Dr. J. C. Spotswood says: [illegible] highly recommend Brown's Iron Bitters for dyspepsia, rheumatism and general debility.

The Indian whose arm was crushed [illegible] Sand Point [illegible] at Spokane Falls on Thursday of last week.

[illegible] the air a long [illegible] lightning rod. And yet he hasn't felt even a little shock.

[illegible]

EASTERN NEWS.

The "World" Claims it is not Owned by Jay Gould.

INDIAN TROUBLES FEARED—[illegible]ING.

Reception to Five Hundred Editors—Tammany Wants Peace—Uncle Rufus Hatch and Party at Chicago.

Trouble Over A Bequest.

ITHACA, Sept. 8.—The *Journal* has a column account of an attempt to annul the will of the late Jennie McGraw-Fiske, whereby Cornell university receives one and a half million dollars, at the instance of her husband Professor Willard Fiske, the librarian of the university. The nature of the present action is a motion to open final accounting, by which he had already paid $300,000 to the university, and to account for money yet on his hands. A clause in the charter forbids the university holding property in excess of $3,000,000. University authorities refuse to disclose an outline of their defense. A decree ordering opening of accounting was, by consent of the executor, Boardman, made to-day at a hearing in the surrogate court at Ithaca. The issue involves title to the celebrated Fiske mansion on University hill and other property, in addition to the personal estate of Professor Fiske, now residing at Florence, Italy. President White intended leaving Southampton, England, for Ithaca yesterday. Executor Boardman embodies the following agreement in an affidavit replying to the petition of Fiske for a reopening, which is dated at the legation of the United States of America at Berlin, July 13, 1880: "In consideration of the agreement that Jennie McGraw of Ithaca, N. Y., is to marry me and other considerations, I do contract and agree that she shall have possession and control and disposal of her property after our said marriage in the same manner and to as perfect and complete an extent as if she had remained single and unmarried. Witness my hand and seal, this day and year aforesaid." This was signed by Willard Fiske in the presence of Andrew D. White and D. Boardman. A date has not yet been agreed upon for a hearing on the opening of the final accounting and the action of Fiske characterized as irreconcilable.

The Order of Chosen Friends.

CHICAGO, Sept. 7.—The supreme council of the order of Chosen Friends, which has been in session here the past two days, elected supreme officers this morning as follows: Howard H. Morse of New York, supreme councillor; C. D. Russell of California, assistant councillor; C. Bradford of Indiana, vice councillor; T. K. Lewis of Indiana, recorder; Watson J. Newton of Washington, treasurer; J. P. Vannest of Ohio, marshal; N. M. Bannberg of Texas, warden; W. I. Wilson of New Jersey, guard; S. Mickersen of Indiana, sentry; J. E. Edwards of Michigan, W. R. D. Gascoyne of Virginia, O. A. Crosby of Missouri, S. A. Rogers of Indiana, John G. Payne of Indiana, trustees. Representatives from twenty-one states are in attendance. The report of the secretary shows that the present membership is 28,000, and that $50,000 have been expended in beneficiaries during the past four years. Local councils will give a banquet to members of the supreme council this evening.

The "World" Owns Itself.

NEW YORK, Sept. 8.—Answering certain inquiries concerning the ownership of the *World* newspaper the following authoritative statement is given as the correct one in the premises: The names of the three trustees of the publishing company representing the *World* are Joseph Pulitzer, John McGuffin and Melville C. Day, all recently from St. Louis. Joseph Pulitzer is president and John McGuffin is publisher and secretary of the company. Neither Jay Gould nor any son of his, nor General Eckert, nor any other human being connected with any monopoly or corporation own, directly or indirectly, one dollar's worth of interest in the *World* or have any more to do with its management than the emperor of China. The *World* is free and independent, without a dollar of debt or particle of obligation to anybody. There is no secret about the ownership of the paper, its editor or its owner.

Complaints Against the Postal Notes.

CHICAGO, Sept. 8.—From the action by local bankers, and a number of complaints at the postoffice, it appears that the postal notes issued to the public last Monday are already deemed a failure in this city. A great many began to arrive here within a day or two after the first issue, sent in lieu of drafts for small amounts, and are at once deposited, the same as checks or drafts. Numberless mistakes were made by postmasters sending them, which has caused the banks to refuse to accept them, and this action is deemed tantamount to destroying their usefulness. Postoffice officials also declare that handling the postal notes, and the work of rectifying errors has entailed an unusual amount of additional labor on the working force.

Tammany Wants Peace.

NEW YORK, Sept. 8.—The Tammany hall general committee have adopted resolutions, declaring that Tammany will make every concession consistent with its honor to secure an adjustment of local differences, and providing for the appointment of a committee, composed of one representative from each assembly district in the city, to confer with the county democracy and Irving hall, with a view of securing a single united delegation from the city to the state convention. Speeches were made advocating harmony, and denying that Tammany hall is opposed to Governor Cleveland or his administration.

Reception to Editors.

LOUISVILLE, Sept. 8.—The reception at the southern exposition to-day to the editorial excursionists from Wisconsin, Michigan, Illinois, Indiana, Alabama and Mississippi, was one of the most important events occurring in Louisville since the war. The party includes about 500 persons. The mingling of citizens of the north and south produced the finest feeling of fraternity. An address of welcome was delivered by Hon. Henry Watterson, who performed his task with eloquence and credit. W. P. Jones, of the Chicago *Inter-Ocean*, responded to Mr. Watterson's hearty welcome. At the conclusion an elegant lunch was served to the guests at Central park.

Indian Troubles Feared.

CHEYENNE, Wyo., Sept. 8.—Stockmen of northern Wyoming are of the belief that there is grave danger of hostilities the coming fall, from roving bands of Crows, Sioux, Cheyennes, Shoshones, and Gros Ventres, now off their reservations hunting, by permits of Indian agents. There is no buffalo and but little small game in the country. The Indians have killed thousands of cattle in the last three years. Stockmen who have had horses stolen talk of organizing and driving the Indians back on the reservations. The agents are suspected of dishonesty, leaving the Indians to starve or steal.

Horace Greeley's Farm Sold.

CHAPPAQUA, N. Y., Sept. 8.—The farm of Horace Greeley was sold to-day by Israel Hight, trustee, in pursuance of a decree of the supreme court, dated June 8, 1883. Horace Greeley, by his will, directed the sale and a division of the proceeds among his children. Mrs. Smith, his daughter, did not follow out his instructions, and after her death Gabrielle Greeley, surviving daughter, brought an action against Col. Smith and children to have the estate sold as directed by the will. Only one bid was made. Gabrielle Greeley bought the farm for $10,000.

Uncle Rufus Hatch and Party.

CHICAGO, Sept. 8.—Uncle Rufus Hatch and his party of excursionists to the Yellowstone, including a number of journalists attached to the leading papers of England and France, reached this city to-day, on their way back from the trip. Mr. Hatch says the excursion was very delightful, and accomplished all he anticipated for it, as it delighted all the participants, and will result in making Europe much better acquainted with the great west and its resources and possibilities. The party will remain here till Monday.

Cowboys at Chicago.

CHICAGO, Sept. 8.—A number of genuine cowboys, with the customary accompaniments of broad-brimmed hats and buckskin garments, and with revolvers and other warlike paraphernalia prominently displayed, were on the streets to-day. The chief of police seemed to think that they might conclude to take the town, and ordered them brought in. They came without trouble, and explained that they had just arrived with a lot of cattle. Pending continuance of their visit the police took charge of the artillery.

Items from Salt Lake.

SALT LAKE, U. T., Sept. 8.—Passengers from Montana to-day say forest fires are raging for miles in that territory, and that thousands of acres are being denuded of timber. As a result of these fires, all kinds of wild game and bear are being driven to the open prairies, where they are being slaughtered in large numbers.

Yesterday two Indian children at Washakie farm, Bear lake, Utah, set fire to the granaries of the tribe, destroying 8000 bushels of wheat and oats, and depriving the band of all their winter's supply.

Gould Censured.

NEW YORK, Sept. 8.—Capt. R. F. Francisco, of the steam tug Edwin Hawley, which was run into and sunk by Jay Gould's yacht Atlanta a few nights ago, has filed a report with the local board of steamboat inspectors. He lays the blame on the master of the yacht. One of the persons interested in this collision said he had been told by a well-known pilot that Gould's standing order, as soon as he went on board the yacht, was to let her go for all she was worth, and stop at nothing. He also stated that the Atlanta had plenty of sea room if she had only made use of it.

Mexican Troops Marching.

EL PASO, Sept. 8.—A special to the *Times*, just arrived, says Mexican troops are marching from Ascension to reinforce Major Valentine Gruste, at Casa Grande. Captain Polcenco has also left Janos for Casa Grande, with a detachment of thirty men. Messengers have been sent to Bergerrac, to hurry up the reinforcements. The distance is eighty-five miles from Janos. Great consternation prevails at Corralitos, a small American-Mexican town, situated midway between Janos and Casa Grande.

Mass for the Lady Elgin Victims.

MILWAUKEE, Sept. 7.—Mass will be sung at St. John's cathedral to-morrow, in memory of 300 souls lost on the steamer Lady Elgin, which went down in Lake Michigan September 8th, twenty-three years ago. The occasion was an excursion of the Union guard to Chicago, and a storm occurred on the return trip. Relatives here have arranged for perpetual mass, to aid their spirits to the majestic land, and to perpetuate their memory in the minds of the people.

Coleridge and Butler.

BOSTON, Sept. 8.—Chief Justice Coleridge to-day is the guest of Governor Butler. After breakfast the governor and party went to the state house, where Chief Justice Morton and other justices of the supreme and other courts were present, together with state officers and other prominent men. An informal presentation was followed by an inspection of the building. After lunch Butler and Coleridge were driven to Harvard college and through the suburbs.

Government Telegraph Wanted.

TOLEDO, Sept. 8.—The produce exchange to-day adopted a report of its committee, recommending the passage by congress of a law providing for the construction of government telegraph lines. The report opposes the purchase of existing lines, or any that may hereafter be built by private companies, and favors the establishing of an independent system, to be extended as fast as the business interests of the country may require.

SAFELY IN PORT.

BAR HARBOR, Me., Sept. 8.—The United States revenue steamer Manhattan, about which anxiety was expressed at Washington, bound from Quebec to Philadelphia with the chief of the revenue department on board, arrived here late last night. She encountered a gale August 30, off Prince Edward Island, without damage, and experienced heavy weather crossing the bar. [illegible]

PROBABLY SAFE.

PORTLAND, Me., Sept. 8.—Letters have been received here from the officers of the United States steamer Allowance, dated Georgetown, Aug. 31, twenty days after the great gale. The Allowance was then expected to cruise in the direction of Halifax. There is no probability that she was wrecked at Indian Head harbor.

Insurance Investigation.

BOSTON, Sept. 8.—Insurance Commissioner Tarbox has made a public investigation of the United States branch of the Metropole Insurance Company of Paris. Tarbox says the annual statement of the company in 1882 was false, in regard to the amount of outstanding risks. The manager's explanation is that it is due to clerical errors.

Presented with a Purse.

ST. LOUIS, Sept. 8.—Bishop Ryan of this city was to-day presented with a purse of $830, donated by the different catholic parishes of this city, to defray his expenses as delegate to the conference of American bishops, to be held in Rome. The college of Christian Brothers also presented him with a round trip ticket for the voyage.

Imports of Dry Goods.

NEW YORK, Sept. 8.—Imports of dry goods to New York for the week ending to-day were $2,551,187, and the amount marketed was $5,531,160. Total imports since January 1st $89,21[illegible],036, against $96,990,[illegible]32 for the same period last year. Amount marketed, $87,620,652, against $94,912,301 for the same time in 1882.

Successful Ending of the Strike.

MASSILLON, Sept. 8.—In consequence of the agreement of the operators that each should act as he pleased regarding the demand of the striking miners hereabouts, all the miners will resume work to-morrow, allowing the miners the ten cents advance demanded.

Want the Parents' Property.

ITHACA, N. Y., Sept. 8.—The widow and children of Mahlon Rowe, who lived here eighteen years ago, propose to recover his estate in Honolulu, which he bequeathed to a Hawaiian woman and her three children. The property is valued at $70,000.

The Stock Market.

WALL STREET, NEW YORK, Sept. 8.—11 A. M.—After 10:35 the market was firmer, and there was a rally of ¼ to 1¼, the latter in Northwestern. Toward 11 o'clock prices weakened again, and the lowest prices of the morning were made for many shares.

Failures of a Week.

NEW YORK, Sept. 8.—Business failures reported throughout the United States and Canada in the last seven days were 167, as compared with 168 for last week.

Light Frost.

CHICAGO, Sept. 8.—Telegrams from various points in central Illinois report frost last night, but not heavy enough to injure the corn prospects.

Distinguished Visitor.

BOSTON, Sept. 8.—Lord Coleridge and party arrived to-day and are guests of the commonwealth, the municipality and the bar association.

Sugar from China.

BOSTON, Sept. 8.—The first cargo of sugar ever received here from Swatow arrived to-day.

YELLOW FEVER.

AT PENSACOLA.

WASHINGTON, Sept. 7.—The surgeon-general of the marine hospital service received a dispatch this afternoon from the president of the board of health at Pensacola stating that the house-to-house inspection had been discontinued, and reporting that the fever is getting worse at the navy yard, there having been six deaths in the last twenty-four hours. He stated also that he was improving the cordon around the navy wherever he could.

Senator Gorman, of Maryland, and a committee from the board of trade at Baltimore, visited the office of the surgeon-general of the marine hospital service this morning, to ask that vessels bound for Baltimore be allowed to pass the quarantine, and that the capes be not quarantined twenty miles below Baltimore. Dr. Hamilton told them that quarantine at the capes has been established at the request of the municipal authorities of Baltimore, and if the latter endorsed the request of this delegation he would lay the matter before the secretary of the treasury. Otherwise he declined to have anything to do with making the change.

WASHINGTON, Sept. 8.—Surgeon General Hamilton, of the marine hospital service, received to-night a telegram from Dr. Guttman, president of the Pensacola board of health, stating that the yellow fever was increasing at an alarming extent on the naval reservation at that place and asking for more men to strengthen and increase the cordon around the reservation.

WASHINGTON, Sept. 8.—The following telegram from Postmaster Humphrey, at Pensacola, was received at the postoffice department to-day: "A malignant type of disease exists at the navy yard, and is growing worse. The board of health now decides that mail from that point must be taken out of the sacks to be fumigated. I am unwilling to assume the responsibility without instructions from the department." The following answer was returned: "The department holds that the regulations of the board of health are legally established, and shall be complied with by all persons in any manner connected with the department, unless such regulations violate the United States postal laws or regulations. It is desirable to aid rather than hinder the boards of health in prosecuting their work."

PENSACOLA, Sept. 8.—Pensacola is still healthy, but eighteen new cases of yellow fever at the navy yard have been reported within the last thirty-six hours. No deaths.

AT GUAYMAS.

BENSON, Ariz., Sept. 8.—A special from Guaymas states that 8 deaths have occurred in forty-eight hours from yellow fever.

WASHINGTON NEWS.

New will not Resign.

WASHINGTON, Sept. 8.—Mr. New, assistant secretary of the treasury, said to-day that the published reports that he had resigned were unfounded. He had no motive in resigning, and did not propose to talk on the subject. It is understood that efforts are being made by his friends, particularly those from Indiana, to have him reconsider his determination to resign. Indianians, who hold prominent positions in the treasury, said to-day, after a long conversation with New, that the latter's friends would not allow him to resign. It is believed that the visit of Postmaster General Gresham at the White House immediately on the arrival of the president was with reference to New's resignation. It is thought by New's friends that he should be allowed sufficient leave of absence to attend to his affairs in Indiana, and they believe that, should this be done, he will not want to resign.

Notes from Washington.

WASHINGTON, Sept. 8.—President Arthur arrived this morning.

The acting secretary of the navy received the following telegram from Pensacola since last report: "No new cases to report among the naval force. One death at hospital, that of private Golden."

The following dispatch is received by the department from Commander Barker of U. S. steamer Enterprise at Batavia, where he was directed to go for the purpose of investigating the results of recent volcanic eruptions in that vicinity. "The Enterprise arrived the fourth instant. Princess and Great channels are safe. In Anak Begee channel all lights are out except at Java head. Dutch cruisers are warning vessels."

A Dude Indian.

WASHINGTON, Sept. 8.—Little Chief, a Cheyenne Indian, has sent a unique appeal to the secretary of the interior for a new suit of clothes. He said: "I don't care much for grub, but I do like to dress in proper style. I want the best suit that you can purchase in the market."

Notice From Brazil.

WASHINGTON, Sept. 8.—The department of state has been informed by the Brazilian government that Senor Netto, minister from Brazil to the United States, will be sent on an official mission from Brazil to Chile.

The President in Washington.

WASHINGTON, Sept. 8.—The president arrived at 10:30 this morning and was at once driven to the White House.

FIRES.

MUSICIANS BURNED TO DEATH.

HUNTER'S POINT, Sept. 8.—About 2 in a morning fire was discovered in an old building of the Long Branch hotel building, used as a laundry and sleeping apartment for musicians, who barely escaped with their lives. Several were almost suffocated and had to be carried out. One musician, named Adolph Frederickson, was burned to a crisp. The remains were gathered up. The musical instruments and music were totally consumed; also the bathing pavilion and the laundry.

MANY FIRES RAGING.

BOSTON, Sept. 8.—A dozen extensive forest, meadow and brush fires are raging in Worcester, Norfolk and Middlesex counties. Most of them are beyond control. Much damage has already been done. At Walpole the [illegible] home narrowly escaped from forest fires. Goods were removed from the houses, and for a time it was feared a portion of Walpole Center would be destroyed. These fires have swept over a large area in some cases, and will rage until rain falls.

STREET CAR STABLE BURNED.

PHILADELPHIA, Sept. 8.—The car stable of the Philadelphia City Passenger Railroad Company, Forty-second and Chestnut street, burned to-night, involving a loss to the building and contents of about $60,000. The fire caused a "panicky" feeling among the inmates of the almshouse near by, and a female patient in one of the wards was so terribly frightened that she leaped from a window and was killed.

RAILROAD RUMBLINGS.

MEETING OF STOCKHOLDERS.

NEW YORK, Sept. 8.—A meeting of Denver and Rio Grande stockholders will be held October 6, at Colorado Springs. A plan for the improvement of the company's business and credit will be presented.

ACCIDENTS.

A NOVELIST KILLED.

HARTFORD, Conn., Sept. 8.—Mrs. John P. Smith, a well-known novelist, was killed at her summer residence near Hartford this morning. She was driving with her husband when the horse ran away.

MEXICO.

DEATH IN A TROUPE.

GUAYMAS, Sept. 7.—Prima Donna Peralta, the nightingale of Mexico, is reported to have died on the 20th of last month at Mazatlan of [illegible] fever. Three others of her operatic troupe are said to have died of the same disease.

FOREIGN NEWS.

France and China's Threatened War Attracting Much Attention.

MORE OF THE LAFAYETTE STATUE CEREMONIES.

King Humbert Charged with Dishonesty—Parisian Notes—The Recent Disaster in Java—European Politics.

MARQUIS TSENG INTERVIEWED.

LONDON, Sept. 8.—The *News* prints an interview with Marquis Tseng in Paris. The marquis declared that the movement of Chinese troops have been misrepresented, and that only necessary precautions have been taken to secure the frontier. Many Chinese, he said, had joined the black flag, but China had no solidarity with the latter. China was unable to renounce her suzerainty over Annam, but did not wish to make it more pronounced than hitherto. The marquis was unable to say whether China would recognize the Hue treaty, as he was ignorant of the terms thereof and of the persons who signed it.

STILL HOPES FOR ARBITRATION.

LONDON, Sept. 8.—The *Daily News* states that it has reason to believe that Marquis Tseng clings as strongly as ever to the hope of European arbitration between China and France. In view of the enormous preponderance of the trade of England, Germany and even America, over that of France, in the [illegible] thought the cabinets of neutral powers would be fully justified in offering their friendly services to France and China.

MORE OF THE PROPOSED TREATY.

LONDON, Sept. 8.—Paris dispatches says that a member of the Chinese embassy at Paris states there is nothing in the nature of a treaty between France and China yet agreed upon. China has submitted her proposal to France. China demands that her suzerainty in Annam be maintained exactly as it heretofore existed, and any idea of a merely honorary suzerainty will not be entertained by the Chinese government. This will be the key note to all negotiations that have begun in relation to a treaty between the two countries. Marquis Tseng leaves Paris for London Sunday, and will not return until he receives proposals from France.

TERMS OF THE PROPOSED TREATY.

PARIS, Sept. 8.—The *National* announces that France has consented to negotiate with China for a treaty in settlement of the Tonquin question, which shall be based upon that concluded by Nicholas Prosper Bourree, with the Postean note that provides that the government of France should have the right to acquire property in the Ottoman empire, in return for which France should aid the Porte against inroads from strangers.

FRANCE.

THE LAFAYETTE STATUE CEREMONIES.

PARIS, Sept. 7.—The unveiling of the statue of Lafayette took place at Lepuy, in the presence of an immense crowd, despite a severe rain. The streets were decorated with American and French flags and triumphal arches erected over prominent avenues. Among the distinguished persons present were Morton, United States minister to France, Sargent, United States minister to Germany, General Colin and Colonel Lichtenstein, who represented President Grevy, and General Vuillemot, who represented General Thibaudin, minister of the interior. Murel, chairman of the Lafayette memorial committee, performed the ceremony of unveiling the statue, amid the plaudits of the multitude and salutes of artillery. Senator Vissaguet delivered the opening address; Morton followed. He said he desired to express the interest of his government and the affection felt by the citizens of the United States for the patriot who, next to Washington, has awakened the gratitude of American hearts as an ardent lover of liberty. America had attained that splendor and prosperity which Lafayette had predicted. The nations of France and America were never more united than on this occasion, and may the friendship which Washington and Lafayette founded remain forever unbroken between the two republics. Senator Lafayette, in a brief address, returned thanks for the honor conferred upon the memory of his ancestor.

PARISIAN NOTES.

PARIS, Sept. 8.—King Alfonso and suite arrived this morning and were received at the railway station by General Pelt on behalf of President Grevy, by Duke de Fernan Nunez, Spanish ambassador, and a large deputation of Spanish residents.

Tseng, Chinese ambassador, under instructions from his government, has demanded the withdrawal of France from the Hue treaty. Ferry, French prime minister, refused to comply, but assured Marquis Tseng that France is willing to give China the necessary guarantees for the integrity of her frontier.

Rumors are current that General Sheldaman, minister of war, will resign.

LONDON, Sept. 8.—*Times'* Paris special says: Both the governments of France and China are equally desirous of securing a peaceful solution of the Tonquin question if it can be effected with honor. General sentiment favors the hope that all issues involved may be submitted to the arbitration of England.

Post's Paris special says: Orders have been sent to the Union and other naval stations to have transports ready for embarking by the latter part of September of 10,000 men for China.

The words "Independence Americaine, 1776-1783," are inscribed upon the statue of Lafayette which was unveiled at Lepuy yesterday.

FUNERAL OF AN AUTHOR.

PARIS, Sept. 8.—The funeral of Ivan Tourgeniff took place in the Russian church to-day. Count Orloff and many journalists were present.

AN ADMIRAL DYING.

MARSEILLES, Sept. 8.—Admiral Pierre, commander of the French fleet at Madagascar, recalled, has arrived, and is dying.

ITALY.

KING HUMBERT CHARGED WITH DISHONESTY.

ROME, Sept. 8.—The articles printed in Paris abusing King Humbert have aroused great indignation throughout Italy. One article accused the king of having pocketed money subscribed by the French for the Ischia sufferers, whom he at the same time was urging Germany to imitate. Tranki, an Italian officer, waited upon Rochefort, demanding satisfaction for insulting his king, but Rochefort refused to grant him a hostile meeting.

THEY STAND BY THE KING.

NAPLES, Sept. 8.—At a meeting of the Ischia committee, held in this city to-day, a resolution was adopted declaring they would refuse all offers of aid, on the ground that when charity was offered them in order to serve as a pretext of insulting their king, they feel it is their duty to reject such charity, not only from France, but from the whole world.

AMERICAN PRELATES EXPECTED.

ROME, Sept. 8.—The archbishops of Cincinnati, New York, Baltimore and Philadelphia, and several other prelates, are expected at the Vatican shortly, to confer with the propaganda upon the extension of church regulations to the clergy of America.

AUSTRIA.

TELEGRAMS FOR TROOPS.

LONDON, Sept. 8.—A Vienna dispatch says the national party, the majority in the landtag, has resolved that the nomination of Baron Von Remberg, as successor to the Baron of Croatia, is a breach of the constitution. The situation is so ferocious that Baron Von Remberg has telegraphed for the military, and four regiments have been ordered to hold themselves in readiness for active service. Three battalions left Laibach for Croatia Friday. Rebel peasants are being paid for their services, and large quantities of arms have been purchased in many Croatian towns.

COUNTESS CHAMBORD CENSURED.

VIENNA, Sept. 8.—A number of legitimatists intend using a vigorous protest against the action of the Countess Chambord, in expressing the wish that the position of chief mourner at the funeral of her husband should be held by the latter's nearest relative, and censuring her for thus prejudicing the memory of deceased.

RIOTERS ARRESTED.

VIENNA, Sept. 8.—The rioters who led the workingmen's demonstration last night in the suburbs have been arrested.

HUNGARY.

ANTI-MAGYAR RIOTS.

AGRAM, Sept. 8.—An anti-Magyar mob assembled here last evening, and smashed the windows of government offices on which the Hungarian escutcheon was yesterday replaced. Troops were ordered out and the rioters were dispersed at the point of the bayonet. Meetings of the Magyars are called for to-day and to-morrow, and it is feared the police will join the mob. A battalion of troops is being dispatched to Seagurnen where trouble is also expected.

HUNGARIAN ESCUTCHEON REPLACED.

AGRAM, Sept. 8.—The Hungarian escutcheon was replaced to-day in seven government offices. The ceremony was made the more imposing and effective by a grand military salute and flourish of trumpets. No disturbances.

BULGARIA.

FORCED TO ISSUE A MANIFESTO.

SOFIA, Sept. 8.—The manifesto of Prince Alexander, announcing the appointment of a commission to draft a new constitution for Bulgaria, it is reported, was forced upon the prince by the Russian envoy and the Russian Generals Skobeleff and Kaulbars. Prince Alexander is anxious to rid himself from these generals, and at first refused the demand of the envoy. The latter then threatened, if the prince persisted in opposition, that a decree would be issued by the Czar, releasing Bulgarians from allegiance to Alexander, and that Skobeleff would be appointed temporary regent. Upon this threat the prince issued the manifesto.

JAVA.

THE RECENT DISASTER.

BATAVIA, Sept. 8.—The official report of the recent disaster has not yet been published. The number of natives killed at Bantam, Batavia and Sampung is estimated at 31,000. The total number is unknown. The Dutch president at Telokbetong says terrific distress prevails at Telokbetong, and it is unapproachable by the sea, owing to the bay being filled with banks of pumice stone. The telegraph line from Batavia to Telokbetong is destroyed.

BERLIN, Sept. 8.—A telegram from Batavia says famine is completing the havoc there.

RUSSIA.

THE CATTLE PLAGUE.

ST. PETERSBURG, Sept. 8.—Reports from all parts of Russia state that the cattle plague continues with unabated fury. Over 1,000,000 cattle have fallen victims to the plague in the past four years in European Russia alone.

ESSEX COUNTY, VA.—Mr. James B. Mason, clerk, says: "I have used Brown's Iron Bitters and found it valuable for the purpose which it claims."

MARINE DISASTERS.

Many Lives Lost by Storms off the Coast of Newfoundland.

HALIFAX, Sept. 8.—The steamer Lampert from Baltimore for London, arrived here to-day in distress. One hundred and forty cattle, shipped by Lingham & Co., from Boston, were lost at sea. On Wednesday, the 22d, a gale struck the ship, increasing in fury as the day advanced. The steamer was frequently swept by seas of fearful power. After dark the storm grew worse, the wind blowing with terrific violence and the sea rising to a fearful hight, threatening every moment to swamp the steamer. At 11 o'clock the storm was at its hight, and from that hour until daylight the vessel was at the mercy of the elements. Great seas swept the ship carrying with them 130 out of the 170 cattle aboard, and badly injuring a number of the crew. Second officer Jones had his collar-bone broken. Wm Moran, who had charge of the cattle, describes the scenes that night as terrible. The waves were tremendous in size. They would heave a great portion of the cattle pens in their crests, hold them for a moment and then hurl them with their living contents with awful violence to the deck. The next wave would carry off the bleeding and dying animals in the twinkling of an eye. Live stock went over the side of the ship by dozens, and by morning all that remained numbered 40, of which 8 have since died, leaving but 30 out of 170 cattle taken out only two weeks ago. During the storm all but two boats were either carried away or disabled early. The cabin was flooded, a portion of the bulwarks and a part of the poop wheel carried away and other damages sustained. Thursday morning the storm abated somewhat, but a heavy sea made the vessel roll and pitch almost as much as during the preceding night, and between 8 and 9 the engines broke down. The steamer was then almost 300 miles southeast of Halifax. A sail and mast were rigged and she was headed for Halifax. Thursday afternoon the water continued pouring over the vessel into stoke hole, put out the fire by which the steam pump was run, but the steamer kept on until temporary masts were made. Monday, four days after the machinery broke down, the engines were started again and the vessel made all haste for Halifax. The Lampert will probably be here some days, as besides the accident to machinery and other damages, her cargo shifted and portions will have to be restored.

MORE PARTICULARS OF THE STORM.

HALIFAX, Sept. 8.—The steamer Hercules, which was damaged at Cow Bay during the late storm, has arrived here in tow of a steam tug. Late arrivals from western shore ports all report more or less damage by last week's storm. The Wrecking and Salvage Company's steamer Relief has returned from the wrecked City of Brussels, which is a complete wreck. The storm came on quickly and the hull broke up during the night in three pieces. About 700 tons of iron lying in deep water may be recovered by divers. The Relief lost about $8[illegible] worth of her machinery by the disaster.

STEAMER WRECKED.

ST. JOHNS, N. F., Sept. 8.—The steamer Canima, Captain Farquhar, was totally wrecked this morning. She struck Gull island at the mouth of St. Mary's bay, and sunk almost instantly. The passengers and crew, sixty in all, got ashore on the island dock about a mile from land. The schooner Thistle was despatched to the wreck to render assistance.

ST. JOHNS, N. F., Sept. 8.—The Canima's mails were all lost, and nothing was saved. The passengers were dragged ashore at Gull Island by ropes. The ship struck at 3 o'clock in the morning, during a dense fog and a heavy rainfall. There was an east wind and the sea was high. The steamer's head was east by south when she struck, the sea [illegible]. In half an hour a portion of the steamer's stern was out of water, the forward part was demolished, and the cargo was floating around. The steamer Cabot, with all the passengers and the crew, left Trepassey at noon, and passed Cape Race, and is due at St. Johns at 8 in the evening. Captain Farquhar remains by the wreck.

NEW YORK, Sept. 8.—A telegram received at the office of the Cromwell Steamship Company to-day, from St. Johns, N. F., states that the passengers and crew of the wrecked steamer have all been saved without exception, but all baggage and mails have been lost. The captain of the vessel remains at the scene of the disaster.

The French bark Noemi with 900 quintals of codfish from St. Pierre to France, sank with all hands at the entrance of the river Giround.

The schooner Lizzie stranded to-day on the west side of Miquelon.

FOUNDERED ON ITS TRIAL TRIP.

WINNIPEG, Manitoba, Sept. 8.—The steamer City of Winnipeg, owned by the Western Transportation Company, rebuilt this season at a cost of $35,000, foundered while on a trial trip in the South Saskatchewan river, about 100 miles west of Winnipeg. It is not known whether the passengers escaped or not. The accident occurred fifty miles from a telegraph station.

LOST WITH ALL ON BOARD.

GODERICH, Ont., Sept. 8.—The schooner yacht Explorer, from Goderich to Cove island, was lost, with all hands, on Grosnough shoals, during the gale on Tuesday last. The names of the lost are Captain Charles Woods, John McDonald, M. Jacob and Walter Crane, of Chicago, on a pleasure trip.

WRECKED AND DISABLED.

LONDON, Sept. 8.—The steamer Jersey City, from New York August 21, has arrived at Bristol. She lost on the voyage 100 head of cattle and 110 sheep.

The crew of the German brig Cromarty, [illegible] Progress, Mexico, have arrived at Portland and report that the vessel, becoming disabled, was abandoned the 3d inst., after setting her on fire.

CAPTAIN AND CREW DROWNED.

ST. JOHNS, Sept. 8.—A small fishing vessel, salt laden, capsized in the squall of the 20th of last month in the cove of Labrador, and Captain Whelan and the crew were drowned.

CANADA.

THE NEWBURG CENTENNIAL.

NEWBURG, N. B., Sept. 8.—The joint congressional committee on the Newburg centennial met to-day in Washington's headquarters, and adopted resolutions in favor of a granite obelisk for the proposed monument, the largest they can get for the money, $44,000. The committee desire it shall be 100 feet high, if possible, and, if found necessary, they will again advertise for proposals. It is proposed to have the corner stone laid at the time of the centennial ceremonies.

ARRIVAL OF A DISTINGUISHED PARTY.

OTTAWA, Sept. 8.—The governor general, Princess Louise, Prince George, and Earl Carnarvon arrived this afternoon, and were received by the mayor and a very few prominent citizens, it being understood that the party desired to be quietly received. The party were driven to the Rideau rifle range, where they were entertained at luncheon, at which several cabinet members were present.

HANLAN CHALLENGES LAYCOCK.

TORONTO, Sept. 8.—Hanlan has cabled to England that he will row Laycock, the Australian, on the Thames course, for $5000 a side. Hanlan gives an exhibition at the Cincinnati regatta, and will then go to St. Louis and give an exhibition.

ARRANGING FOR A CONTEST.

HALIFAX, Sept. 8.—Wallace Ross having accepted the challenge of Albert Hamm, the latter's backers have arranged at once for a contest.

AFRICA.

BOERS CROSSING THE FRONTIER.

DURBAN, Sept. 8.—Seventy armed Boers have crossed the borders of Zululand, presumably to receive King Cetewayo.

ENGLISH RESIDENTS INDIGNANT.

LONDON, Sept. 8.—*Standard's* Hong Kong special: The absence of the British fleet at the present time from Chinese waters excites the deepest indignation among English residents there and at all other Chinese ports, as the relations between Europe and the natives throughout China have altogether changed since the opening of the French policy of aggression in Tonquin. Recent reports of reverses to French arms have naturally damaged the prestige of all foreigners in China.

THE PRIZE RING.

POOL COMMITTEE MEETING.

NEW YORK, Sept. 8.—A joint executive committee of the trunk lines met to-day, with closed doors, at the office of Pool Commissioner Fink, the threatened break in freight rates having been averted. The conference to-day was said to have an important effect on the present position of trunk lines and their western connections.

THE SLUGGERS AT CHICAGO.

CHICAGO, Sept. 7.—Jem Mace, Slade and other pugilists arrived at their hotel this morning, but cannot state whether a fight between Slade and Mitchell will occur. From the tone of their conversation, the backers of the Englishman are unwilling to have him meet the Maori.

WEST INDIES.

BLOCKADE RAISED.

NEW YORK, Sept. 8.—A private dispatch from Kingston, Jamaica, says the blockade at Jacmel has been raised by the insurgents, and those ports appear entirely in the hands of the rebels, and open to receive supplies for the insurgent troops.

A NEW STREET CAR MOTOR.

The Latest Invention Which is Hoped Will Supplant Horseflesh.

Philadelphia News.

A new company has recently been organized which is known as the Automatic Spring Motor Car and Carriage Company, with a capital of $2,000,000. Common Councilman Smithers of the Twenty-ninth ward is president of the company, J. Francis Bacon, secretary; Jacob J. Ginper, vice president, and Geo. F. Field, treasurer.

The motor was invented by D. M. Pfaus, of this city, who has a working model of the invention on exhibition at No. 632 Arch street. Brill, the carbuilder, is building a car, which will be completed in the early part of September, and will be set running on the Chestnut and Walnut streets line. Each car will cost about $1500, and will be equipped with ten sets of springs, each being controlled by a lever. The springs are to be wound up at regular winding stations, and will run a car for ten miles. An engineer stops and starts the car. The car can be stopped instantly. The front track of the car is a swivel track, and when the car rounds a curve is manipulated by the engineer.

A great many engineers and scientific experts have examined the motor during the past two weeks. The machinery for the car is being built by the Kensington Steam Engine Company, and Ely & Williams, of Pittsburg, are rolling the steel for the springs. Each spring will be encased in a cylinder. The spring will be sixty feet long.

The citizens of Wagner have organized a jockey club, with E. B. Ramsby for President and Carl Wagner for secretary, and have completed their course. Races will be held September 21st—[illegible], free for all. Entrance fee, $15. Entrance money to go with the purse of $150.

JEREMIAH S. BLACK.

Disappearance of One of the Remarkable Characters of Recent American History—Sketch of His Life.

The New York *Times* of August 20 says: With the death of Mr. Black there passes into history one of those rare and rugged personalities which appear at their best in troubled times, overwhelming to weaker natures. Of late his public appearances have been infrequent and of no particular significance. He is remembered best and by most as a bitter democrat, with almost limitless powers of invective, which, within easy recollection, he used unmercifully upon those of a different political faith. And yet it should not be forgotten that only a few years previously he was as sound in opinion as republicans in his views regarding the rights and wrongs and duties of the erring and departing states, and their relations to the federal government. It cost something to be loyal in those critical days, and republicans have reason to admire the democrats who differed from Buchanan and worked harmoniously with Dix and Stanton. Apart from politics, Mr. Black's career is full of interest for those who find pleasure in the story of a life which starts humbly and advances solely by native merit to high station.

Mr. Black's father was a man of some mark in the Glades, Somerset county, Pa. He was a judge, a legislator and a congressman. Still he was only a poor farmer, and when his second son, Jeremiah Sullivan—taking his second name from the side of his mother's family—began his career as a young man, it was after many hardships and troubles and with small advantages from formal training in institutions which [illegible] the name of education. [illegible] was a lad of some culture, never lost a [illegible]. How many college boys [illegible] pastime [illegible] classical authors to memory and translate them [illegible]. That is one anecdote of Black's scanty leisure [illegible] youth. Then, too, as in later life, he read everything. Alike in fiction and in history [illegible] "Ouida" and metaphysics, he found much to interest him, and remembered much of which he read. He studied law with Congressman Chauncey Forward. The teacher's estimate of his pupil appears from the fact that he moved his admission to the bar when he had barely reached his majority. And in the next court term, when he went to Washington, he transferred to the young man a practice which made necessary his appearance on one side or the other of every case on the trial list. Such an early responsibility would have swamped a man of less capacity. But, spurred on by the desire to raise the mortgage on the homestead, he persevered and developed surprisingly as he worked. In his twenty-eighth year he married Miss Mary Forward, and about the same time he became a Campbellite, or Disciple of Christ, a sect which first became widely known through President Garfield's membership.

At twenty-one young Black was a prosecuting and successful district attorney for his county—[illegible]. In 1842 Governor Porter made him presiding judge of a circuit embracing several counties. This was a weak attempt to defeat the nomination, but it only resulted in a testimonial in his favor signed even by the whigs. In 1851 he was elected to the supreme court, and became chief justice by lot. In 1854 he was re-elected for a term of fifteen years, being one of the few of his associates who was not defeated by the know-nothings. He did not finish his term. In its second year President Buchanan, whose acquaintance he had made in 1843, made him his attorney-general. Then began the stormiest part of his career and the most creditable, brilliant as were his professional successes. At first his duties were chiefly legal. By the treaty with Mexico it was guaranteed that the original grants of land in California should be respected. In a remote region like that it was easy to manufacture bogus titles, and the incentive was great. It is said that there were on an average three titles to every lot in San Francisco. It was an enormous task to protect honest settlers under patents from the United States. Edwin M. Stanton worked with him in this matter, and in a few years the association was destined to have more important results. In his fourth year as attorney-general secession was ripe. President Buchanan sought to deal with the crisis like a diplomat and a politician—not to say like a shuffler and a coward. He sought to parley, intrigue, compromise and delay, with what motives is too large a question for this place. But as a boy Black had chosen the principles of Jefferson rather than the expediencies of Clay, and he was by nature bold and strong, and he [illegible] the crisis. In November, 1860, President Buchanan asked his attorney general's official opinion upon the rights of the states under the constitution and the powers of the executive in suppressing rebellion. The response was that the union was perpetual and that the nation had the right of self-protection. It could fight armies and punish traitors. So distasteful to the president was the original opinion that it was recalled, and everything except the formal conclusions suppressed. On the face of the opinion of December 20, 1860, it does not appear how good a unionist this democrat was. The issue arose again in the controversy regarding the reinforcement of Sumter, and also in regard to the reply to the so-called commissioners from South Carolina. Patriotism may have been the motive of a course so different from what might have been expected? A simpler and perhaps sufficient reason may be found in the cast of his mind and his earlier career. His genius was logical rather than original. He was a lawyer rather than a statesman. His views were such as resulted from his construction of the compact between the states, and he never would [illegible] to modify his course to accommodate his associates. In December, 1860, he succeeded Gen. Cass as secretary of state. This was virtually the end of his official life. The republican senate did not act upon his nomination as justice of the supreme court, and he did not serve out his term as a member of the constitutional convention of Pennsylvania of 1873. Since quitting his membership in the cabinet, however, he was a most distinguished advocate in cases some of which involved immense properties and some which will always be [illegible]. In the New Almaden Quicksilver Mining Company's case his opponents were Charles O'Conor and Judah P. Benjamin, and his fee is said to have been one of the largest ever earned in America. In the reconstruction [illegible] he was a leading figure, and was an advocate of President Garfield in the case which [illegible]. He retired from the defense of Andrew Johnson upon his impeachment, and he was of counsel for Secretary of War Belknap.

His best friends could not call Mr. Black handsome, but he had a sturdy frame, erect carriage, expressive eyes, and a kindly expression. He was a great social favorite. In 1868, his right arm was permanently disabled in a railway accident. Thus his earlier autographs are different from those of after years. He had two sons and two daughters, Mrs. Shunk, afterward Hornsby, and Mrs. Clayton. His life at "Brockie," near York, Pa., was a great delight to him, and is described as almost idyllic.

THE PEELS.

A Few Facts Concerning the Family that Made their own Fame.

All the Year Round.

Old Robert Peel, a farmer in the Fish Lane, a tall, strong man, whose ordinary garb included a calfskin waistcoat and wooden soled clogs, hair grizzly, of a reddish color. This was at 40 or so, when still obscure. In later and more prosperous days at Burton-on-Trent, where he had set up print works, he wore a bushy [illegible] wig and carried a gold headed cane. The Peels had not so much to do with spinning cotton and weaving as with printing calicoes—done in a rough way at first with wooden blocks; Nancy Peel, the daughter, making almost the first success with a sprig of parsley culled from the garden, the pattern rudely scratched on the back of an earthenware plate. A neighbor of old Robert was Yates of the Black Bull, and the two put their heads and purses together and started calico printing. And at the Black Bull was a daughter named Ellen, a pretty little thing in those days, whom young Robert Peel, a grave and persevering youth, would take on his knee and call his little wife. Years after, when Peels and Yateses were rich, and little Ellen, a tall, accomplished girl, Robert Peel came back to his first love as a wooer, and they were married, and a son of these two was the Sir Robert Peel whom people know about. There is an old Lancashire proverb, or prophecy, perhaps it may be called, "It's only three generations from clogs to clogs." And some have seen a kind of general application in the saying, foretelling not only the fate of particular families but the destiny of the very industry itself. And as yet scarcely three generations have passed away since the homely weaver in his apron and clogs was driven out of the field, clogs superseded by cranks, and as the power loom came into use—looms driven first of all by water-power, sometimes, indeed, by horses or even donkeys, and at first [illegible] by such unlikely people as Cave of the *Gentleman's Magazine* and Dr. James, the inventor of the fever powders. A local bard alludes to these attempts:

Concerning looms from Doncaster,
And weavin' done by water.

Indeed, practical men were a little slow in beginning operations which were naturally viewed with intense disfavor by a large section of the population. One of the chief inventors of the power loom, as practically adopted, was a clergyman, the Rev. Dr. Cartwright, who devoted a considerable fortune to the same. In 1790 one Grimshaw built a mill at Gorton, near Manchester, with 500 [illegible] power, containing [illegible] Cartwright's [illegible]. In a few weeks the building was burned down, perhaps accidentally, but anyhow it was sixteen years before another attempt was made to introduce power looms. But the machine rolled on at last and the hand-loomsmen were crushed beneath it.

The Fargo Family.

In the Philadelphia *Press* Joe Howard thus speaks of a [illegible] the recent Fargo wedding at Buffalo: The old Fargo, whose keen appreciation of affairs, whose subtle knowledge of human nature, whose sturdy industry and ceaseless economy produced the vast wealth upon which the present Fargo children base their aristocratic pretensions, was a man of very humble origin. [illegible] he knew his father, but he never knew his grandfather, and he cared [illegible] to trace the [illegible] of his origin, as that he was thrown upon the streets like an Arab before he was the age of an average Arab colt and to pick his fields and and his pasture breath as best he could. Accident led him into the vocation of a messenger. He was a bright, quick limbed [illegible] ready to earn an honest penny, and [illegible] laid away and [illegible] for a rainy day. He was like the [illegible] who died at the phenomenal age of ninety-six or ninety-seven [illegible] worth [illegible] and who, in [illegible] his asking [illegible] without saving half [illegible] profits were. [illegible] made a dollar, but a dollar [illegible] away. [illegible] and never departed from it. [illegible] and, although you may not become a millionaire, you will in your old age have a deposit [illegible]. This is a Fargo [illegible] of a bairn [illegible] his patronage extending, and bettering his condition, he [illegible] in which the name of Fargo appeared, sometimes as president and always as director, and dying, he left his [illegible] widow with this vast possession. I don't know exactly how much he left, but it is safe to say he left all he had. [illegible] the world, and [illegible] from. It is a [illegible] about the "aristocratic [illegible]" of the late Fargo.

SAM PATCH'S LAST LEAP.

Fatal Ending of His Showing that Some Things can be Done as Well as Others.

Rochester Union.

The fate of Captain Webb at the rapids of Niagara having awakened a melancholy interest in similar occurrences, a correspondent of the *Union* has been at the pains to furnish the following in relation to Sam Patch's exploits in this place, clipped from a city paper of early date:

SAM PATCH'S LAST LEAP.

We have often been requested by travelers and others to republish the particulars of Sam Patch's last leap from the falls, but not having in our possession any newspaper files of that year, we are unable to do so. In answer to an inquiry in our daily yesterday Mr. Henry Scrantom of this city has furnished us from his private journal, the following: "The first leap took place on Friday, the 6th of November, 1829; distance 100 feet. He went down in fine style and arose to the surface amid the huzzas of the multitude. The number of persons present was estimated at 7000 to 8000. The last and fatal leap, which took place one week after, was advertised in the *Anti-Masonic Inquirer*, as follows:

HIGHER YET.

SAM'S LAST JUMP.

"Some things can be done as well as others."

THERE'S NO MISTAKE IN SAM PATCH.—Of the truth of this he will endeavor to convince the good people of Rochester and vicinity, next Friday, November 13th, at 2 o'clock P. M. Being determined to "astonish the natives" of the west before he returns to the Jerseys, he will have a scaffold, twenty-five feet in height, erected on the bank of Genesee Falls, in this village, from which he will fearlessly leap into the abyss below, a distance of 125 feet. Sam's bear (at 3 o'clock precisely) will make the same jump and follow his master, thus showing conclusively that "some things can be done as well as others." Moreover, Sam hopes that all the good people who attend this astonishing exhibition will contribute something toward remunerating him for the seemingly hazardous experiment.

The following is the *Antimasonic Inquirer's* notice of the exploit:

"The ominous expression contained in the reckless Patch's advertisement has been fearfully vindicated. It was indeed his 'last jump.' He jumped from a staging twenty-five feet above the brink of the falls into the abyss below from whence his body has not yet been recovered. A variety of reasons are given for the fatal termination of this presumptuous feat. All, however, concur in saying that Patch, from some cause or other, did not retain the position while descending, or strike the water as he did on the former occasion. It was a daring and useless exposure of human life, which, having resulted disastrously creates a train of painful reflections. We would not dwell upon this distressing scene, and yet we cannot banish it from our thoughts. We still see the frail mortal standing, as it proved, on the brink of eternity! The terrified imagination follows him from the giddy hight, through the thin air, into the deep, dark chasm below! It lingers but a few moments of breathless and agonized suspense! The waters, troubled a moment in swallowing their victim, are at rest! The expiring bubbles announce that the spirit has departed, leaving the body in the dark bosom of the ocean buried!" The multitude shrink away abashed and rebuked!"

SEEKING A SECOND DIVORCE.

The Circumstances Under Which a Man Married the Same Woman Twice.

Philadelphia Times.

A peculiar story of marital vicissitudes was told yesterday in the report of an examiner in a divorce suit filed in the court of common pleas. The libellant is a well-known business man, with a grown-up family. The woman from whom he now seeks to be separated he was divorced from before about three years ago. The circumstances attending his remarriage are taken as a ground why the marriage should be dissolved, or rather declared void. After the first divorce had been granted the libellant paid attentions to a woman who was living apart from her husband, but had not been separated by a judicial decree. Her husband was ferociously jealous of her. The divorced woman was aware of this fact and determined to use it against the man she had called husband, for she, on her part, was jealous of the second woman, and had an everlasting fear that the easy divorce laws of Pennsylvania would suggest some means by which the two could become man and wife. So she followed the pair unceasingly. At last she got her former spouse into the corner towards which she had been pushing him.

"Now," she said, "I've got you."

"Well, what are you going to do about it?" asked the ex-husband sullenly.

"I am going to tell that woman's husband."

"Well?"

"You know his temper. You know that he will kill you on sight. There is only one way to get out of danger."

"How?"

"By marrying me."

The libellant declares that being in mortal fear he consented to the arrangement. The wedding took place almost immediately. The man claims that the marriage was not his voluntary act, but was procured by duress, and he asks that it be declared null and of no effect. The suit was not opposed. A rule to show cause why the decree should not be granted will probably be taken on Saturday.

The Turf.

BRIGHTON BEACH, Sept. 8.—Three-quarter mile—Jessie D. won; Hemlette second; Emma Creamer third. Time, 1:21¼.

Mile—Lord Edward won; Major Hughes second, Hack Sage third. Time, 1:45¼.

Seven-eighths Mile—Laura Glass won; Ida B. second; Henry B. third. Time, 1:30¾.

Mile and an Eighth—Mattie Rapture won; Irish King second; Jim Nelson third. Time, 1:56¼.

Mile and an Eighth—Little Fred won; Swift second; Fairwater third. Time, 1:57¾.

MINING STOCKS REPORT.

SAN FRANCISCO, Sept. 8.

Alpha	2 90	Mexican	3 5[illegible]
Best and Belcher	2 40	Northern Belle	6 12½
Bodie Con	85	Ophir	3 80
Bullion	10	Overman	50
California	25	Potosi	40
Chollar	3 20	Savage	1 90
Con. Virginia	20	Silver King	7 75
Crown Point	1 05	Sierra Nevada	3 30
Eureka Con	5 60	Union	5 60
Exchequer	50	Utah	2 70
Gould and Curry	2 75	Yellow Jacket	3 25
Hale and Norcross	4 75	Belcher	1 10
Mount Diablo	4 50	Grand Prize	50

TRIPLICATE.

NORTHERN PACIFIC RAI

Portland, Oregon, Sept

Received from Himes the Printer, 5 W

In apparent good order, the following described Packages (contents unknown), marked and numbered as below, to be transported on the Northern Pacific Railroad, subject to the regulations of the published tariff of said Company, to be transported by said Company's line of transportation to the Freight Station, Wharf or Landing, and delivered in like good order to the consignee or owner, at SAID WHARF, or if the same are to be forwarded beyond the line of the NORTHERN PACIFIC RAILROAD, to such Company or Carriers, whose line may be considered a part of the route to the place of destination of said goods or packages.

MARKS. Consignee & Destination.	ARTICLES.
C. O. B., New York, Via. C. B. & Q. R. R.	10,000 *Bill Heads.* 15,000 *Cards.* 10,000 *Letter Heads.* 5,000 *Mammoth Posters.* 4 *Royal Ledgers.* 8 *Medium Journals.* 4 *Cash Books.* 10,000 *Shipping Tags.* 5,000 *Coin Receipts.* 25,000 *Ticklers.* 100,000 *Dodgers.* 50,000 *Guttersnipes.* 80,00 *Circulars.* 5,000 *Pamphlets, "Resources North Pacific Coast."* 5,000 *Statements.*

Chgs. Advanced.

$500.00.

N. B.—No liability will be assumed for wrong carriage or delivery of goods which are marked with initials or incorrectly marked.

ROYAL BAKING POWDER Absolutely Pure. [illegible] never varies. A marvel of purity, [illegible] wholesomeness. More economical [illegible] kinds, and cannot be sold in competition [illegible] of low test, short weight [illegible] orders. Sold only in cans. [illegible] POWDER CO., 106 Wall St., N. Y. [illegible] COLEMAN & CO., Agents.

[illegible] Railway and Navigation Company. [illegible] FROM PORTLAND. [illegible] 2 Columbia, Monday; 6 Oregon, Friday; 10 State, Tuesday; 14 Columbia, Saturday; 18 Oregon, Wednesday; 22 State, Sunday; 26 Columbia, Thursday; 30 Oregon, Monday, Oct. [illegible] reserved to change steamers or sailing days.

RAIL DIVISION. [illegible] Sept. 2, 1883, transfer [illegible] north dock, Portland, at 6:15 A. M. [illegible] at Albina at 7 A. M. Arrive at [illegible] 1:50 P. M., Walla Walla at 5 [illegible] P. M. Returning, arrive at [illegible] and Portland at 3 P. M. [illegible] Passenger Trains run daily [illegible] Junction for points on Northern [illegible] Sleeping Cars between Portland [illegible]

COLUMBIA RIVER DIVISION. DAILY, EXCEPT SUNDAY. Portland for Dalles at 7 A. M. [illegible] at Portland from Dalles at 1 P. M. ALSO [illegible] Mo. Tu. Wed. Th. Fr. [illegible]

[illegible] Offices—Cor. Front and D Streets. [illegible] JOHN MUIR, Sup't of Traffic. E. P. ROGERS, General Agent. [illegible] MAXWELL, Ticket Agent.

[illegible]HERN PACIFIC RAILROAD. WESTERN DIVISIONS. PACIFIC DIVISION. [illegible] at 10:35 A. M. Arrive at New [illegible] Tacoma at 7 A. M. Arrive at Kalama [illegible] Connections. [illegible] Tacoma with Sound steamers, with the O. & C. V. railroad, [illegible] with O. R. & N. Co.'s boats. [illegible] ROCKY MOUNTAIN DIVISION. [illegible] Junction at 5:30 P. M. [illegible] Spokane Falls at 7:11 A. M. [illegible] leave Helena at 5:21 A. M. [illegible] at 12:53 A. M.; Cheney at 1:32 A. M. [illegible] at 9:35 A. M. Connections [illegible] Junction with O. R. & N. Co. [illegible] JOHN MUIR, Sup't of Traffic. [illegible] Ass't Sup't of Traffic. E. P. ROGERS, General [illegible]

COMMISSION MERCHANTS. F. H. PAGE, COMMISSION MERCHANT, 123 FRONT STREET, Portland, OFFERS FOR SALE GROUND BARLEY, POTATOES, SHINGLES, in car-load lots. GRAIN BAGS. Calcutta Bags. Return Liverpool Bags. [illegible] FRUITS AND PROVISIONS [illegible] C. JANION & SONS, Portland, Or., [illegible]ters & Commission Merchants. Receive constant shipments of [illegible] Plates, Pig Iron, Salt, [illegible] Chemicals, Earthenware, [illegible] and Liquors, etc. etc. [illegible] WILSON & CO. [illegible] advances made on shipments of [illegible] Orders executed by our direct [illegible] Liverpool to Portland [illegible] J. O'CONNOR, DEALER IN [illegible]CERIES AND PROVISIONS [illegible] Front and Washington [illegible]

[illegible] RAILROAD [illegible] Oregon, Sept. 11, 188[illegible] [illegible]ster, 5 Washington [illegible] (contents and value unknown) [illegible] as below, subject to the conditions [illegible] be transported by said Company [illegible] Wharf or Landing at destination [illegible] AT SAID WHARF OR [illegible] of the NORTHERN PACIFIC [illegible] be considered a part of [illegible] [illegible]sters. [illegible]nals. [illegible] Resources of the [illegible] Pacific Coast." [illegible] E. Nico. [illegible] carriage or wrong delivery

The Oregonian. [illegible] SEPTEMBER 9, 1883.

THE IRON WEDDING

Completion of the Line of the Northern Pacific Railroad.

THE LAST SPIKE DRIVEN HOME.

The Hammer Taps Echoed Half Way Across the Continent—The Dream Realized.

THE CEREMONIAL SPEECHES IN FULL

The Ceremonies Delayed by an Accident —Triumphal Tour Across the Country—The Scene.

[illegible], Sept. 7.—The first section of Villard's [illegible] left Livingston at 8 o'clock this morning, the [illegible] following at intervals of half an hour. The [illegible] crossed the summit at noon. It is expected [illegible] an enthusiastic greeting will await them [illegible] they arrive late this afternoon. A [illegible] tendered the party by citizens of Bozeman.

AT LIVINGSTONE.

[illegible], M. T., Sept. 6.—Villard's party [illegible] Livingstone at 10 o'clock last evening.

[illegible], Sept. 7.—The Villard train left Livingston [illegible] morning and made the range of mountains [illegible] safely. The sections were subdivided, [illegible] locomotives attached to each. The distance [illegible] is almost a loop, and the grade is [illegible] to the mile. At this point the Bozeman [illegible] is being constructed, which will obviate the [illegible] of this difficult and expensive lift. From [illegible] the descent is made into the Gallatin [illegible], which has a rich soil, easily cultivated by irrigation. [illegible] has a length of thirty miles and an [illegible] of twelve miles. The hight of this [illegible] is about the same as Salt Lake, and the agricultural [illegible] are similar. At Bozeman there [illegible] display of mineral, coal and agricultural [illegible]. A handsome reception was given to Villard [illegible] his guests. There were the usual speeches [illegible]. The upper Missouri valley is very [illegible] the Gallatin valley.

The first two sections of cars crossed the Mullan [illegible] of the Rocky mountains this evening, and the [illegible] two sections will follow in the morning, when [illegible] of driving the last spike will take [illegible]. The point is about forty miles west of Helena.

TREATED TO AN INDIAN DANCE.

[illegible], M. T., Sept. 7.—The third section of [illegible] party arrived here this evening [illegible] to witness a war dance of Crow Indians [illegible] rock post. The ceremonies were conducted by Chief Two-Belly. The town was [illegible] and it is estimated that no less [illegible] Indians were present. All the passengers on the [illegible], including ladies, left their train and walked [illegible] distance to the open prairie, where the same [illegible] for such an occasion were lighted with Indian [illegible] and the savages were dancing in their [illegible].

On the Ground.

[illegible] Station, Sept. 8.—[Special.]—The [illegible] of the ceremony is sixty miles west of Helena, [illegible] Lodge river, Montana. A pavilion 200 feet [illegible] sixty feet wide, and fitted with raised seats, [illegible] built at one side of the track, opposite the [illegible] the track is to be joined. It is very [illegible] decorated with evergreens, flags, sheafs of [illegible], shovels, picks and other implements [illegible] employed in railroad construction. A detachment of artillery from Fort Lincoln [illegible] on the grounds, and at 9 A. M. fired a [illegible]. The Fifth infantry band of twenty-six [illegible] from Fort Keogh occupied a station in a pavilion adjoining the main pavilion. At 9 o'clock [illegible]-fourths of a mile of the main track remained to be laid. At the point of junction, a few [illegible] from the crossing of Independence creek, a sign[illegible] was erected bearing these words: "Lake Superior, [illegible] miles; Puget Sound, 847 miles." General [illegible] Anderson, chief engineer of the [illegible] arrived on a special train [illegible] general charge of ceremonies so far as the [illegible] of tracks were concerned. A crowd of two [illegible] had assembled when the first train arrived [illegible] principally from Deer Lodge and [illegible] towns. About three hundred ladies [illegible] also present. At half-past 10 Iron Bull, Wa[illegible] and five sub-chiefs of the Crow tribe arrived in [illegible] feathers and full native dress, attracting [illegible] attention.

ARRIVAL OF THE VILLARD PARTY.

At 11 o'clock the special train bearing [illegible] and the German guests arrived and was [illegible] by volleys from the cannon and [illegible] by the band. The spot of the last spike [illegible] of great beauty, on the north side of [illegible] Lodge river, which is bordered with beautiful [illegible] on one side and a small plain on the other. [illegible] is surrounded with a perfect [illegible] of wooded hills. The weather [illegible] cloudy, a few drops of rain falling, but the sun soon came out bright.

En Route to the Scene.

[illegible], Sept. 7.—[Special.]—At every station [illegible] of the Northern Pacific, from Wallula [illegible] to Missoula, there were signs of the great [illegible] of to-morrow. The large depot at Wallula is [illegible] decorated with flags, bunting and [illegible], and similar decorations ornament the [illegible] Frederick Billings, at Ainsworth. [illegible] display flags everywhere. The [illegible] from Portland has been greeted with [illegible] of residents along the line. At Spokane [illegible] the train passed shortly before 12 [illegible], there was a great bonfire. The [illegible] from Coeur d'Alene played a stirring [illegible] of 1500 or more cheered. The trip [illegible] remarkably pleasant, especially since this [illegible]. At about 4 o'clock Lake Pend d'Oreille [illegible], and all the guests rose hastily to view [illegible] sheet of water. All hurried through [illegible] in order to miss none of the magnificent [illegible] of the Clark's Fork division. For the first [illegible] smoke interfered somewhat, but after [illegible] Landing was passed all the mountains were [illegible] plain view, and to most of the guests the scenery [illegible] agreeable surprise, surpassing in many respects [illegible] of the Columbia between Portland and [illegible].

THE INDIANS ENTHUSIASTIC.

The enthusiasm over the completion of the [illegible] extends also to the Indians, and at [illegible] places on the Jocko reservation little bands [illegible] assembled, and, contrary to their nature, [illegible] lustily. A halt was made at the trestle over [illegible] gulch, 226 feet high and all who had the [illegible], about half the party, walked over. When [illegible] across the crowd and two engines on the [illegible] photographed by Davidson. The train [illegible] Missoula at 5 P. M., where it will stay until [illegible] morning, and then will start [illegible] scene of the ceremonies. Assistant Manager [illegible], in arranging for the excursion, did not [illegible] the slightest particle that would add [illegible] pleasure of his guests, and all join in words [illegible] him.

NOTABLE PERSONS.

[illegible] are ex-Senator J. W. Nesmith, of Oregon, [illegible] John Bidwell, of California. Nesmith [illegible] the plains in 1843, before any other man who [illegible] in the United States senate from the Pacific [illegible] before any other man who has ever served [illegible] except John Bidwell, of Chico, California. Bidwell came out in 1842 with the first wagon [illegible] crossed the continent to the Pacific coast. At that time there were only 300 American citizens [illegible] of the Rocky mountains and all the vast region [illegible] disputed territory. Since then he has seen seven states and nine territories carved out of that region. [illegible] be the oldest pioneer present at the ceremony.

The Spike Driven.

[illegible] past 5 o'clock yesterday the last spike of [illegible] Northern Pacific railroad was driven, on the [illegible] of the Deer Lodge river, in Montana. An [illegible] to a freight train prevented the arrival of [illegible] Portland party at the "last spike" grounds till [illegible] schedule time, but the ceremonies were [illegible] till they reached the ground, late in the [illegible]. At the hour mentioned above, President Villard, amid the booming of cannon and deafening cheers, struck the blow which united the east and the west.

Mr. Villard's Address.

[illegible]—It is my agreeable duty and very [illegible] pleasure to offer a hearty welcome to this distinguished assemblage on this memorable occasion [illegible] in these remarkable surroundings. To you, the [illegible] of foreign nations, the members of [illegible] committee, legislative and judicial [illegible] of the United States government, the governors of states and territories, the representatives [illegible] of the European and American press, and our guests [illegible] at home generally, to you, one and all, I beg to offer, in the name of the Northern Pacific Railroad Company, profound thanks for your presence and participation in this, the most [illegible] event of our corporate existence. [illegible] the conquest of new fields for general commerce and industry. It creates a new highway between Europe, America and Asia. The population of the states and territories traversed by our road is largely made up from the European nationalities represented here. We deem it fit and proper, therefore, to bid, so to speak, both the old and the new world to this celebration, or, in other words, to arrange a sort of international festival. Many of you have crossed the ocean, and all have traveled great distances, in order to be with us to-day. Be pleased to accept my assurance that we gratefully appreciate your sacrifice of time and comfort. In turn, we earnestly wish to do our guests all possible honor and to give them all possible pleasure, and we trust that this transcontinental journey has been and will be an unalloyed enjoyment to them. We hope, moreover, that as in this hour a new and indissoluble bond will be formed between the countries to the east and to the west of these Rocky mountains, this gathering may also strengthen the ties of good will and friendship between the republic of North America and the parent countries of Europe.

Thanks to the foresight of President Thomas Jefferson, well nigh four score years ago, Lewis and Clarke toiled through these mountains as the first explorers of Anglo-American origin, and lifted the veil that hid from civilized mankind the regions watered by the upper Missouri, the Yellowstone, the Columbia and their tributaries. The exploits of these fearless and gifted men were the rich germ, the full fruition of which we celebrate this day.

More eloquent lips than mine will describe to you the long and singular, but interesting process of evolution, by which our enterprise slowly grew out of the discoveries then made by so much courage and intelligence. They will tell you how the record of these discoveries first gave rise, as long as nearly half a century ago, to prophetic visions of a transcontinental railroad along Lewis and Clarke's route, and how, within ten years after these visions were first embodied in print, they filled the mind of one man with such fire of enthusiasm as to move him to go forth, like another apostle, and to spend the best years of his life and all he possessed in the propagation of his faith. You will learn how in the end he became a very martyr to his belief, but how the project of a railroad to the Pacific, despite the failure of its first prophet, made converts, spread widely and grew into popularity, until it finally attained to the importance of a leading public question and object of national legislation.

It will be shown how the northern route, which at first was the only one thought of, gradually lost prestige and other routes took prominence. You will see the quaint figure of an honest visionary appear upon the scene, first as the promoter of an odd illusion, and next as the moving spirit in the formal birth and christening of our enterprise through the congressional charter of 1864. You will hear that the charter failed to give real life to the corporation owing to certain abnormal features engrafted upon it, and that it passed eventually to the control of wise, experienced and influential men, but who, however, also failed at first to attract the needed capital until those features were eradicated by congressional amendment.

Then the brilliant episode in our history will pass before you, in which an able, bold and resolute man was the central figure, to whom, most of all, the company owes its practical existence. You will be reminded how the hopeful brightness of that period was eclipsed by the black darkness of the cataclysm of 1873. Our fabric seemed then to be lost in a bottomless pit. Yet an entire resurrection followed, owing to the inherent vitality of the prostrate body, and to the resolute application of the heroic remedies of foreclosure and reorganization.

There was an immediate restoration to very active life

YEARS OF SLOW RECUPERATION

followed, until the advent of the extraordinary revival of commerce and industry generally, and of railroad undertakings especially, in the years of 1879 and 1880. The sagacious men who then directed the company's affairs saw their patience rewarded and the time ripe once more for the resumption of construction work on the road.

They began cautiously, seeking what was possible rather than what was desirable. All at once, fortune smiled with intense radiance upon the company. A financial alliance with a great syndicate was formed. Its conclusion meant nothing less than the assurance of all the capital required to complete the road, and thereby the end of all uncertainty in the prospects of the company—a leap, in short, into assured success.

With a flood-tide in the company's treasury, there arose not only the possibility, but the necessity, of pushing the construction of our transcontinental line with the utmost energy. I hope I may be permitted to say that we have striven to do our full duty, and to obtain the greatest effort of which brain and muscle, stimulated by unlimited capital are capable, in a given time and in a stated direction. Work on the main line was first resumed on the west bank of the Missouri River in the spring of 1879, and at the confluence of the Columbia and Snake rivers in the fall of the same year. The distance between the two starting points was 1202 miles. The 217 miles from the Missouri to the Yellowstone were completed in June, 1881; the 225 miles from the Columbia to Lake Pend d'Oreille in November, 1881. The completion of the 340 miles of the road in the Yellowstone valley took seventeen months. The 494 miles up the gorges of Clark's Fork to Missoula, nineteen months; from the head of the Yellowstone valley to Helena, and thence to the junction, nine months. Thus, the first 442 miles of the total mileage to be completed—that is, the Missouri and Pend d'Oreille divisions—were finished in two years and eight months, while the other 760 miles were completed

IN LESS THAN TWO YEARS.

In this time, the great structure of the Bismarck bridge was also erected. The continuation of the main line down the Columbia for a length of 216 more miles by another company to Portland, and a thousand additional miles of lines of branch and allied companies were finished. Now these figures are easily quoted, and apparently speak a very simple language. But their true meaning goes far beyond the mere space of time and mileage of completed road they indicate. They form a great sum of human patience and perseverance, energy and bravery, hardship and privation. They express long and hard feats of the power of human ingenuity and endurance in a mighty struggle of mechanical and manual force against the direct obstacles of primitive nature. They mean a painful record of bodily sufferings and loss of life by disease and accident. You have seen enough of the work to form an idea of its difficulty, its vastness, its costliness. You have the testimony of your own eyes that this highway had to be carved as it were, out of a very wilderness where we found nothing to help us—no labor, no food, no habitations, no material, no means of transportation. You see the evidence of triumph over every hindrance. But you perceive only finished results; the dramatic incidents of their achievements are not disclosed to you. Rolling along

SMOOTHLY, SERENELY AND LUXURIOUSLY

over the line, how can you know that the bridges over which we pass were built while the subdued rivers were hidden in ice or swollen to perilous depth and turbulence? that defiance was bidden to the seasons, and the pick and shovel kept flying, though the way had to be cleared through thick crusts of snow, and on frozen ground thawed by fires?

I have not said all this in a boastful spirit, but solely to give proper credit where it belongs for the great deed now well nigh done, and thus discharge, by this public acknowledgment, as much as possible, the heavy debt of gratitude that weighs upon me.

Let me then own, on this solemn occasion, that our edifice could have never been reared but for the liberality of the people of the United States, acting through the federal government, in providing a solid foundation in our land grant; for the devotion and sagacity of the men who steered our craft in the days of distress and danger; for the generous forbearance of our stockholders, the confidence of the public, the powerful help of financial allies; and last, but far from least, for the ability and faithfulness of the officers and employes of the company, and for the myriads of honest toilers who earned their bread in the sweat of their brows for our benefit.

And thus we are permitted to-day to behold this mighty task as all but finished. It was my proud privilege to exercise the chief direction over its last stages. No light duty it was, but wearisome, brain and nerve exhausting. But its very grandeur inspired the will and the power to perform it, and there was comfort and elevation in the thought that we have built what cannot perish, but will last to the end of all earthly things. Let us hope and pray that this great work of man will stand forever, it may also forever be an immortal honor to its builders, a permanent pride and profit to its owners, and most of all, an everlasting blessing to man.

Mr. Evarts' Address.

Mr. President Villard and Gentlemen, our Fellow-citizens and Foreign Guests:—I shall find it easy to conform, for my share of it, to the distribution of the entire time which has been accorded for this striking ceremony, to mark the date and place of the completion of this great public work. Your own address of welcome, Mr. President, has recalled to attention the principal steps and methods by which this noble consummation has been reached, and the eminent gentlemen who are to follow me will illustrate, from every point of view, the magnitude of the achievement, and give eloquent utterance to sentiments of admiration for the great qualities and congratulation upon the fortunate influences which have secured the result—sentiments which I see, as I look around me, swell every breast and brighten every eye. Indeed, I am very glad to feel that thus placed between what has gone before and what is to come after, my short speech may be fairly treated as a mere parenthesis, which, the grammarians tell us, may always be omitted without injury to the sense.

It is true, if I were to make the very briefest allusion to the main old interesting incidents, if I were merely to touch upon even the many great things which have marked the progress of this enterprise through all its vicissitudes to

ITS FINAL SUCCESS,

if I were to exhibit only its most notable contests with and triumphs over the difficulties and obstacles which nature—human, alas! as well as material—had put in its way, I should transcend all limits of time and your patience before I had got as far as Helena, starting at either end. But of such enlargement, even, the subject has no need. In all the long route from St. Paul to Portland and Puget sound, the work has spoken and will speak the praises of its conception, its prosecution, its completion, in more impressive tones, and with a juster emphasis, than words could express. If I can only run a single furrow through the wide field of observation and illustration open before us, if I can barely mark the bright track of prophecy faith and works which have wrought out the grand consummation, the demands of the occasion, I cannot but feel, will be quite satisfied.

I have spoken of prophecy, faith and works as all contributory to the success of this enterprise, and so, indeed, they have been. Neither of them could have been spared from this, or from any weighty and imposing task of human endeavor. Forecast, confidence and labor will accomplish whatever is within the compass of man's power. Let us consider a little the part they have each played in the work complete, which now, in our presence, its builder, the Northern Pacific Railroad Company, has "crowned with its last hand."

Fortunately for us, neither English nor Spanish explorers of the west coast had discovered the mouth of the Columbia river before our independence was established. Fortunately, also, after that event, though both the English and the Spaniards continued their explorations on that coast, it was a New England trading captain, Robert Gray, of

THE SHIP "COLUMBIA,"

that first penetrated the mouth of this river, to which he gave its name, and verified and recorded it as a discovery which, under the rules then prevailing, carried to his country the sovereignty of the region drained by the river and its tributaries. The accurate and circumspect entry made in his log book by this intelligent New England shipmaster, was the title deed of the United States to the region embraced in the state of Oregon and the territory of Washington against subsequent claims of discovery made by Great Britain, and, in some sort, by Spain. It was upon this title that we maintained a footing of joint occupation with Great Britain, and, finally, by the treaty of 1846, of exclusive title up to the division line of the 49th parallel. By the treaty of Washington of 1871, under the arbitration of the emperor of Germany, our construction of the division line in Puget's Sound and the intercommunicating channels was established. Until the acquisition of California, as the result of the Mexican war, this region was our sole footing upon the Pacific ocean, and this excited the

INTEREST AND AMBITION OF THE NATION

For an overland communication with this remote and unpeopled possession. Immediately upon the Louisiana purchase in 1803, the forecast and energy of Jefferson was shown in the project of the survey of the vast wilderness intervening to discover a practicable route for migration and traffic. Congress voted the money for an expedition to trace the Missouri to its source, to cross the highlands, and to follow down the water courses to the Pacific ocean. Lewis and Clarke executed this task. Starting from St. Louis in May, 1804, they wintered fifty miles above the present town of Bismarck, and came in sight of the ocean on the 7th of November, 1805. Commencing their return in March, 1806, they reached St. Louis in September of the same year. Thus, under instructions drawn by the hand of Jefferson himself, the route now occupied by the Northern Pacific railroad was opened to the attention of the people of the United States, and has from time to time engaged their interest, till the dream, the prospect, the project and the effort have ended in the work here and now. Henceforth the transit from the Mississippi to the mouth of the Columbia, and the return, will be made in [illegible] days for the round trip, which occupied the first explorers two years and a half.

THE PROPHECY AND ADVOCACY

Of a railroad to our Pacific coast possession, to the Columbia river and to Puget sound, followed close upon the first introduction in this country of this system of traffic and travel. As early as 1831, when the arrival or departure of a railroad train had still something of novelty even in Boston, a village physician in western Massachusetts, Dr. Samuel Barlow, the father of Mr. Barlow of New York, well known on both sides the Atlantic as an eminent solicitor, pressed upon the attention of his countrymen, in articles showing great forecast and sagacity, the vast importance and the clear feasibility of such an enterprise as that whose completion we this day celebrate. He writes in 1837: "My feeble pen would fail me to expatiate on the substantial time-enduring glory which would redound to our nation should it engage in this stupendous undertaking." Dr. Parker, a distinguished missionary to the Oregon Indians, who had repeatedly traversed the route, in 1833 to 1835, asserted that there was no more difficulty in such a railroad than in one between Boston and Albany, and prophesied that the time was not far distant when tours would be made across the continent as they were then made to Niagara. Willis Gaylord Clark, in 1836, in an eloquent exposition of the subject in a leading magazine, asseverated that "the reader is now living who will make a railroad trip across this vast continent." Penetrated with this feeling,

THE MISSIONARY, WHITMAN,

in 1842, started on a winter journey to Washington across the Rocky mountains, to awaken the state department to the movements going on, in British interests, to alienate from us our Oregon possessions. Under this impulse diplomatic negotiations were pushed and guided till the treaty of 1846 drew the boundary line between the two nations, and terminated the joint possession. Thus, all the instincts and aspirations for this transcontinental connection fastened themselves upon this northern route. The spread of knowledge and zeal in the hearts of our countrymen had to do with this project and no other.

But the acquisition of California, the discovery of its till then hidden gold, the absorption of people and government in the terrible struggles between freedom and slavery for the occupation of our new domain and finally the civil war aroused new motives and new arguments which urged irresistibly the transcontinental connection, but diverted the first compliance with the political, military and popular exigencies from the northern to the southern and central routes. Thus, once more in human affairs, the first was made last, and the first last. During this period, however, the agitations of the subject before congress and in public meetings by Asa Whitney, the convention at Chicago in the spring of 1849 and at St Louis in the fall of that year the voluminous and persistent propagandism of Josiah Perham all had to do with this northern route, and the feeling thus awakened and developed, with this object, were, no doubt, easily transferred to the service of the other routes, when paramount motives gave them the precedence.

In 1853 congress made appropriations for the

EXPLORATION AND SURVEY

of all the proposed routes, and a valuable and adequate exposition of the northern pathway across the mountains was secured. The survey from the east under the charge of Governor Stevens, and from the west conducted by Captain McClellan, met near the point where we now stand, and these surveys have furnished the basis upon which the calculations and combinations, corporate and financial, ever afterward proceeded, till the point was reached when actual construction needed to be provided for.

On the 2d of July, 1864, the bill for the construction of the Northern Pacific railroad was signed by Abraham Lincoln. The enthusiasm of Perham, which anticipated a rush of his countrymen that would bring, if need be, a million subscribers for $100 of the stock apiece, induced the insertion of a clause in the act prohibiting either the issue of bonds or the creation of a mortgage in aid of the construction. This financial folly, and much time and labor spent in trying to obtain from congress a very moderate aid by the government, in the shape of a guaranty of interest for a limited period, held the whole enterprise in abeyance till, in 1870, the obnoxious section was expunged from the act, and some other beneficial provisions inserted, and the company took the resolution to build the road on the faith that capital would show in the enterprise itself and in the prospective value of the government land grant should the construction be carried through.

PERHAM'S POPULAR SUBSCRIPTION

Having proved wholly abortive his organization of the company was transferred to one made up in New England in December, 1865; of which Governor J. Gregory Smith of Vermont became the president. The financial agency of the enterprise was offered to, and after careful examination and a new survey, accepted by the eminent bankers, Jay Cooke & Co., then in the highest repute from their wonderful administration of the immense treasury transactions in the issue and distribution of the bonds of the United States.

The wisdom of the selection of this eminent financial agency, and the immense engineery at its command, were quickly demonstrated. During the years 1870 and 1871 the company received nearly $30,000,000 from the sale of its bonds conducted by Jay Cooke & Co., and the money was rapidly applied to the actual building of the road. The source of supply, however, proved not to be perennial nor inexhaustible, and the company was

PRESSED FOR FUNDS.

In the summer of 1872. A change then took place in the presidency. The financial outlook for the enterprise became less and less encouraging, till this gloom spread over all our affairs, and the general panic of 1873 swallowed up the company and its financial agents in the common insolvency. But this brief period of plenty and prosperity was well employed. Never was the prudence of making hay while the sun shines more clearly illustrated. In this period the road was built from the east to the Missouri river and on the west between Columbia river to Puget sound. Upon this firm basis, as the *pou sto* of Archimedes, the skillful engineers of the company's present prosperity have lifted the heavy globe from the cataclysm in which it was engulfed, till now it blazes upon our eyes, "*totus in se ipso, teres, atque rotundus.*"

General Cass succeeded Governor Smith as president, and skillfully nursed the energies of the enterprise during the inglorious period of its eclipse. He became its receiver upon the decree of bankruptcy in 1875, and, through the actual agency of foreclosure and sale, the property became vested in the present reorganization under the honest, generous, substantial and successful scheme of conciliation between the disappointed interests of the past and the hopeful interests of the future, known as the "Billings" plan. This eminent gentleman, who unites the unusual distinctions of credit as a lawyer among lawyers, and a

FINANCIER AMONG FINANCIERS,

Became a director in the company in 1870, and he continued in its management ever since, succeeding Mr. Wright, of Pennsylvania, in 1879, and succeeded by Mr. Villard in 1881, as president, after a temporary occupancy of the place by Mr. Barney. As Mr. Billings dates his connection with the company from before the deluge, he will be able to correct the impressions of any who, in the glorious sunshine of to-day's prosperity, may imagine it was not much of a shower.

The restoration however, of financial confidence and strength, was by no means immediate or unchecked. The preferred stock after the reorganization commanded only twenty-five or thirty cents on the dollar in Wall street, and at one time fell to $8 a share, and the common stock to $1 50. Appeals to congress to aid its securities by guaranty of interest were again resorted to and again refused. But in the meanwhile the good management of the fragments of completed road showed net earnings of some $300,000 in 1876, and some $480,000 in 1878. This kept alive the organization and confirmed confidence. The merits of the route and the value of the lands when the road should be finished were courageously relied upon by the experienced and able men who put their own fortunes in the enterprise, to attract the confidence of capital and give credit to the bonds and value to the stock of the road.

And, now, the flood of the tide of financial prosperity of the whole country floated this enterprise which its ebb had left stranded. The resumption of specie payments by the government in 1879, the rapid conversion of the public debt into 4½, 4, 3½ and 3 per cent. securities, the rapid reduction of the debt itself, set at liberty great amounts of capital for participation in the active employment of money. These stupendous transactions of the treasury at once compelled and attracted immense investments in well founded enterprises of industry and trade in a country which emerged but fifteen years from a civil war—whose sacrifices of able-bodied producers and of accumulated wealth had never been equaled—

APPALLED ITS CREDITORS

By paying its debts, and impoverished its lenders by the reduction of interest they submitted to, to escape the payment of the principal. Just and well tried confidence in the character no less than in the ability of the sponsors for the ultimate outcome of the outlay—I mean of the eminent men who have conducted and are conducting the affairs of this company—has formed the controlling, the unfailing, the indispensable element in that faith among men which has supplied the means for this completed structure. To you, Mr. Villard, and to you, Governor Smith, to you, Mr. Billings, and all the other presidents, present or absent; to you, and all others who have felt your arms lean on them for support, this day crowns your labors, and we, your fellow citizens, and these foreign guests applaud your triumph.

I cannot stay your train to unfold the manifold qualities in the management of this enterprise, which deserve illustration, but I may insist for a moment upon a few principal traits. I cannot discover that there has ever been grafted upon this enterprise any construction company to suck the prosperity that belongs to the original growth. I do not perceive that excessive rates either of interest for money or of payment for labor or materials for want of money, have imposed upon the enterprise burdens disproportionate to the value which its debentures or its stock fairly represent. I do not find any just ground for complaint in political or popular estimate that the United States has burdened its revenues with subsidies which, for the public interest, were unnecessary or excessive, for from the beginning to the end the enterprise has not received a dollar from the public funds. I find no fair ground for cavil at the land grants of the government along the route, as improvident or showing no adequate return of value either to the treasury or to expectant settlers on the public domain. Even if we look at the government in the mere light of a private proprietor, who will not himself incur the expense and the risks of opening communication between his unpeopled wilderness and the land seeking population, we find the government, without a dollar of outlay, made more than whole for the lands it has parted with by the enhanced selling value of its whole domain. But when we consider that the future settlers on the company's lands, as well as in the reserved public lands, forever contribute to the taxpaying wealth of the people, and the strength and power of the nation, we see that there is no sensible analogy between the interest of a private person in the ownership of land, and that of the government as an administrator, for the general welfare of the public domain. And, finally, the settlers who will follow your track, and at once find their frugal means and their farm products at no disadvantage from distance or isolation from market; but on a level with all the world, will easily understand that, but for the wise liberality of the government in this matter of railroad communication, either the lands would have remained inaccessible to agricultural settlers, or would not have been worth their acceptance, as a gift, with a bounty besides

The Northern Pacific railroad thus completed has, Mr. President, through your seasonable and successful connection of its system with the well developed and fully operating scheme of the Oregon Railway and Navigation system, by the firm ties of justice and interest, been secured against vicissitudes and disasters to which, with less prudence and less good fortune it might have been exposed. It is not, then, merely upon the continuous track that you have just established, but, also, upon the united and impregnable chain of travel and traffic between the Pacific and the Atlantic coasts, that your company looks with satisfaction and your guests offer their congratulations.

Mr. President and gentlemen, the magnitude and rapidity of the recent strides of our country's progress in material development, dwarf and belittle the steps in our advancement which we used to consider with complacency and admiration. Less than forty years ago, as lately as the year 1847, in the little state of New Hampshire, the energy of its people, allied with the wealth of Boston, had pushed their northern railroad over the ridges of highlands which divide the narrow bottom lands of the Merrimac from the wider valley of the Connecticut. The opening of this section of the road, from Franklin to Grafton, was an occasion of great exultation and a distinguished company of the solid men of Boston had come up from that city, in a forenoon, to meet the gathered citizens of New Hampshire in a grand celebration. The road traversed the farm of Mr. Webster, and he took part in the pride and pomp of the occasion. Magnifying, as an orator should, the greatness of this triumph over the obstacles which nature had interposed, and over time and space, and portraying the advantages which were to flow from it, without the least sense of hyperbole, he exclaims, 'Fellow citizens, can we without wonder consider where we are and what has brought us here?' How vast all the dimensions and proportions of the completed enterprise we now applaud, seem by the side of the achievement which the great orator and statesman of our country thus proudly commemorated, to these sober-minded New Englanders, as a wonder! This last achievement of the intelligence and energy of our people climbs over the lofty range of mountains which divides the waters of a continent between the two great oceans of the world. It binds together by one more indissoluble bond the destinies of a great people who look from the windows of their habitation upon the borders of the sun as they rise from the stormy waves of the Atlantic and again when they quench their fire in the smooth waters of the Pacific. It forms one more portage for the water-borne commerce which plies between Europe and Asia. It brings new fields to tillage adequate to feed tens of millions, under whose healthful and happy toil their seed time and harvest shall never fail, and tens of millions more, less fortunate, who crowd the workshops and the factories, the cities and the mines of Europe and America in this age of industry. It will help to assuage inequalities of nature and disparities of fortune among our people and spread peace, plenty and prosperity to other nations. Nor does it lessen our gratitude and gratulations that this is not the first, and that it will not be the last that this wide land of ours witnesses on the same great scale of effort and beneficence.

As our flying footsteps leave these heights of moral and natural vision, I am sure this company will feel this occasion was not unworthy of an assemblage which the secretary of the interior honors with his attendance, and the illustrious soldier, after following his own fame around the world finds attractive in its interests; to which the ministers of the powers of Europe lend the favor of their countenance, and which collects so many eminent men of our own country and of the old world to assist in this international celebration.

Ex-President Billings' Address.

There were brave men before Agamemnon. There have been trans-continental roads before this. There have been last spikes and first spikes, but there never was a more significant last spike driven on the continent than this one, never one which had more work and faith behind it, never one with a greater future before it. It has been a long way up. It is more than forty years, a longer period than the children of Israel were wandering in the wilderness before reaching their promised land, since I heard Asa Whitney discourse on a Pacific railroad before the legislature of Vermont. It is thirty years since congress authorized surveys for a practicable and economical railroad route from the Mississippi to the Pacific ocean. It is more than a quarter of a century since I heard Governor Stevens discuss this identical Northern Pacific route before an audience in San Francisco. It is nearly a score of years since this road was chartered. It is thirteen years since its first spike was driven, and this long way has at times been a very dark one. It was a good undertaking, and had peculiar difficulties.

A CHILD OF THE WAR.

The Union and Central Pacific was a child of the war. In that crisis public sentiment demanded that the eastern and western parts of our country should no longer be connected simply by way of Cape Horn or the isthmus, but by a railway right across and right through the heart of our own territory, and that line had almost the government treasury behind it. It followed a well known trail across the continent, and ended in the rich California at the Golden Gate. The Atlantic and Pacific route, on the thirty-fifth parallel, by Santa Fe, was familiar to emigration, and had been advocated, by Senator Benton, and others for years. The Texas Pacific, on the thirty-second parallel, was the one recommended in 1855, by the then secretary of war, Jefferson Davis, who claimed it to be the best of all routes, according to his interpretation of the government's surveys. The poor Northern Pacific had no such lodgment in the public thought. There was no trail across the continent here. Emigrants to Oregon even went by the central route. This was called a region of desolation. It was an everlasting bondage to snow and ice and sterility. It belonged to the wildest of Indians and the north pole. Though it started from Lake Superior, how few thought anything of Lake Superior. It was out of the world.

THE LAKES DERIDED

How brief a time is it since Proctor Knott convulsed a continent by deriding Duluth as the zenith city of the unsalted seas, and though the road went to Puget-Sound, the magnificent northern Mediterranean sea, what was Puget Sound? Why, will you believe it, it is said that but for the marvelous trip of Missionary Whitman across the continent, and his appearance in the state department at Washington to make known that the imperial Pacific northwest, all that region north of the Columbia river might have been lost to this country in the Ashburton treaty! With all this dense ignorance of the northern belt and dense prejudice, and hardly a human being on the line save fierce Indians, and here and there a few soldiers, shut up in forts, and with no government subsidy, how was this road to be built? To be sure it had a land grant to become of immense value in time, but how many at first believed it good for anything? Besides, if it had actual value it practically could have none till the road was built and the lands were made accessible.

THE ROAD'S LAND GRANT.

But even this land grant had, for a good deal of the time, been put under a sort of a cloud by guerrilla attacks in congress, which, thank God, never succeeded. The majorities of both houses of congress and all the presidents from Abraham Lincoln who signed the charter, to the present graceful chief magistrate, who has passed upon and accepted so many miles of the road, have stood by the company in its rights, and, from the first to the last the company has had the firm and valuable friendship of the great soldier statesman, President Grant, who makes this memorable occasion all more memorable by his presence.

But this is no time for historical details. The great fact is that the road is built. It has taken faith, and time, and pluck, and patience, and hard work, with weary days and sleepless nights. It took line upon line, and precept upon precept, until there is an immense Northern Pacific literature to educate the world, step by step, up to the situation. At last capital took courage, through the enthusiastic, big-hearted Jay Cooke, who is entitled to a great share of the honor of the event we celebrate, and the work was grandly begun on the other side of the continent. Then bankruptcy engulfed Jay Cooke, the road, and pretty nearly everybody and everything else. That was ten years ago, this very month, but after a while the enterprise was finally brought out of insolvency, with everybody's rights preserved, and Jay Cooke, as we all rejoice to know, came out of bankruptcy too, and is to-day swelling a new fortune.

THE ROAD'S FINAL TRIUMPH.

The faithful friends of the road stuck fast to it in its adversity, put up more money, and, after awhile the work was again started on both sides of the continent; and then, when later the skies brightened all around, outside capital once more took courage, new life and new blood came, and at last we are here. It is a great day.

I look back to the time when you could count the friends of the Northern Pacific almost on the fingers of your two hands, and now I behold the triumph of their faith. Now everybody can come and see this is the best line across the continent—unequaled in its variety of resources. With magnificent wheat fields, with cattle on a thousand hills, with mines in its mountains and ravines, with an astounding wealth of timber as you will see further on, on which, in time, this whole country will have to depend—who can doubt the future? everything in these respects is yet in the very infancy of development. Then as to scenery: you have had a taste of it; be prepared for still greater things as you approach the Pacific coast; and as for climate, bear in mind it is the region where you have less snow during winters that you will find the toughest muscles, the most vigorous brains and the best homes. So, putting all things together, who can fail to see that this great new highway is to be marked all along with prosperous communities, with schools and churches and a high civilization? Who can fail to see that it brings permanent peace with the Indians; that new states are to come here, new power and new wealth, and a new bond of unity to be added to our government and a new era opened to the world's commerce?

AN ALLUSION TO THE ROAD'S PIONEERS.

Things at the start are always, of course, a little crude, but all is coming that has been prophesied, and I wish all the friends of the enterprise at the beginning, and all who stood by it in the darkest days and all who have helped it on in the latter years, could be here to see the great consummation. How that railroad St. John, who so early cried in the wilderness "Prepare ye the way," Asa Whitney, would have rejoiced! How, too, Governor Stevens, killed in the war, who surveyed this route for the government in 1854 and 1855, and on all occasions and everywhere was its champion; and how, too, the first president, Josiah Perham, who labored hard, and died without the sight of even the first spike! How, too, the first engineer, Edwin F. Johnson, and the second engineer, W. Milnor Roberts, both men of the very highest ability, and whose devotion to the enterprise knew no bounds. But I cannot go through the roll from first to last. Whether here or absent, whether living or dead, all should be gratefully remembered who, as officers or privates, have been in the long fight which sees a complete victory to-day. It is a roll of honor, and I cannot forbear saying that at the head of it should stand the name of Thomas Jefferson, who, in 1781, sought to have the Columbia and its sources explored by the traveler Ledyard, and, as president of the United States, at the beginning of the century organized the world-renowned expedition of Lewis and Clarke—names never to be forgotten—with the purpose of opening, by the Missouri and Columbia rivers, a North American route to India.

CONCLUSION.

But I detain you too long. If, in conclusion, I may be allowed to allude to myself, to whom this enterprise for so many years was my work by day and my dream by night, and had and always will have my faith and love, I beg leave to say that I am profoundly and devoutly thankful that my life has been spared to this great occasion. So grateful am I, so grateful do I believe we all are for what it is for the past as history and for the future as prophecy, that I wish a great multitude of those to whom the completion of this Northern Pacific is a benediction, could be here to-day, and that we all could lift up our voices with one accord, and make these mountains echo back to us "Praise God from whom all blessings flow!"

THE UTAH COMMISSION.

It Asks for More Time to Prepare a Complete Report.

WASHINGTON, Sept. 8.—The following communication has been received from the Utah commission:

SALT LAKE, Aug. 24.

To Hon. H. M. Teller, Secretary. Sir:—I have the honor to inform you that the report on the registration vote in the last election, for members of the legislative assembly and other offices, held the 6th day of this month, in this territory; and the full proceedings of this commission in connection therewith, will from necessity be delayed. For the time, however, we think it will be proper to say now in advance of our regular report that a law known as the Edmunds act, so far as we have been responsible for its execution, has been as carefully, has rigidly enforced this year as it was last. No person living in polygamy has been permitted to vote at any election, and to be voted for to any office; and while only three convictions in the prosecutions against polygamy under the act of 1882 have been secured, nearly or quite 15,000 had been disfranchised on account of polygamous practices, through the operations of the law, as amended by the commission. Ten suits for damage have been instituted against the commission, by certain Mormons, whose names were returned at the first registration as not permitted to vote at the election in November, 1882, because they refused to comply with the rules and regulations prescribed under the law by the commission, for proof of eligibility of all voters. It is understood that these have been brought for the purpose of primarily testing the constitutionality of this law, secondly to determine the legality of our acts thereunder. The first hearing of these cases will be had early in October. It is deemed advisable to withhold our regular report until the courts shall have heard and passed upon these cases. Moreover, certain phases of the general situation here have presented themselves through the recent election, and in other ways in the present year, which will require to be carefully considered before the commission will be enabled to make a full and comprehensive report, which the president and congress will undoubtedly desire, and the commission will wish to make. Such report will be prepared and forwarded in ample time for use by the president in communicating with congress at the commencement of the session in December next.

ALEX. RAMSEY, by order of Commissioners.

CRIMINAL CALENDAR.

ALL THREE KILLED.

LAS VEGAS, N. M., Sept. 8.—This afternoon two cowboys employed by the United States Cattle Company, and a Mexican driver, a short distance east of the place, became involved in a dispute over a cow belonging to a Mexican, which had strayed into their herd. The cowboys commenced firing at the Mexican, who returned the fire with a shotgun, killing both the cowboys, the Mexican dying shortly afterward.

CHARGED WITH STEALING STAMPS.

CLEVELAND, Sept. 8.—Thomas Oakley, general delivery clerk in the postoffice, was arrested to-day charged with stealing from prepaid parcels the stamps, selling them and pocketing the proceeds. He waived examination before the United States commissioner, and was bound over for trial in $5000.

RAID ON GAMBLERS.

BRIGHTON BEACH, Sept. 8.—The police at Coney Island raided the gambling shops to-night, but as the proprietors had timely warning no arrests were made. In two establishments gambling implements were secured, but they had been removed by the owners from all other places.

OPIUM DEN RAIDED.

CHICAGO, Sept. 8.—Early this morning an opium joint in West Madison street was pulled by the police. Two men and two women were all the whites found in the place, and they were thoroughly saturated with the drug. Hof Wan, the proprietor, was fined $20, and the inmates $5 each.

A CLUB HOUSE CASHIER SHORT.

BRIGHTON BEACH, Sept. 8.—J. P. Westcott, for some time cashier of the Coney Island club house at West Brighton, is a fugitive from justice, being short in his accounts from $5000 to $6000.

SENTENCED FOR HAZING.

ANNAPOLIS, Sept. 8.—Naval Cadet Ramsey, of the third class, has been sentenced to seven days' solitary confinement for attempting to haze Thos. H. Morgan, of the fourth class.

WIFE MURDERER HANGED.

GREENSBORO, Ala., Sept. 8.—Frank Shelton, colored, was hanged to-day for wife murder.

THE CORN CROP.

Kansas and Missouri in the Lead—Reports from All Sections.

CHICAGO, Sept. 8.—The *Tribune* presents this morning reports from prominent points in the corn raising area of the United States. Reports from Illinois are not generally favorable. The corn crop of the whole state, on an average, is about two weeks late, and only that of the extreme south can be said to be out of the way. Great damage by immediate frosts is feared. There is a moderate quantity of old corn on hand.

Iowa generally reports prospects of a small increase in the yield over last year. Much of the corn is already out of the way of the frost, and ten days more of moderately warm weather will ripen it all. Iowa has not much corn on hand.

Prospects in Nebraska are a little better than those in Iowa. Kansas reports an increase of 11 per cent in acreage and expects a 10 per cent. increase in the yield. Favorable weather during the last few weeks has matured the crop, except a little near the northern boundaries. A moderate quantity of old corn is now on hand.

Missouri reports favorably, nearly as well as Kansas, in regard to early maturity, having little corn that is not out of the way of frost.

Crops in Ohio and Indiana are expected to fall short about 25 per cent., even if frosts should hold off ten days longer, and an early freeze would still further reduce the quantity.

Reports generally state that Kentucky will show a decrease of 20 to 30 per cent., and on account of frosts in Michigan there seems to be little hope of gathering a crop in that state that will be available for other purposes than fodder.

New York is modest enough to expect a two-third yield, if the frost holds off till the beginning of October. Corn grown southwest of a line drawn through Rock Island, Illinois, and Louisville, Kentucky, is practically out of danger from frost, while all situated northwest of that line is yet in peril.

NEWS OF THE NORTHWEST.

Eastern Oregon.

A company of about eighty cavalry soldiers from Walla Walla passed through Pendleton on Thursday of last week, on their way to Fort Bidwell, Cal.

Thieves have recently been raiding along Rock creek. Two horses were stolen from Tip Marbley and saddles from Frank Beasly and Harry Clay. The thieves have not since been heard from.

Southern Oregon.

John Ericsson, a logger on North Coos river, committed suicide the 3d instant by shooting himself through the forehead. Insanity is believed to have been the cause.

Hawley, Holt & Co. have purchased the Eastport coal mine on Coos Bay, and have taken a three years' lease of the South port mine. Judge Mann receives $80,000 for his half interest in the Newport mine.

The steamboat Wasp sank in Coos bay last week. At the time she had only a deck load and was trying to pull the Myrtle off the bank. By a sudden list the Wasp went over so that she took in water. A lot of freight was lost.

Idaho.

Deeds of grounds are being located at Moscow. The road is expected to be completed by October 1.

The wife of J. H. Hayes, superintendent of Indian schools at Lapwai, died suddenly the 2d instant.

Nez Perce county has 155 names on its assessment roll. The total tax is $2,483, or 17 mills on the dollar.

Seventy-two sections of land have been withdrawn from settlement. The land is to be used for state university purposes.

THE LAST SPIKE.

S. A. CLARKE IN WILLAMETTE FARMER.

Read us the omens, mighty seer,
That crowd the northern sky!
Strange are the sounds that reach the ear,
The sights that meet the eye!

There's gathering of fiery clans
Along the Midland steep;
[illegible] Orient proclaims the band,
There's Occident [illegible];
A noise is on the plains as though
A thousand men rush past;
Wild tumults in the mountains grew
Tuned to a tempest's blast.
From ocean to far ocean, land
The east calls to the west;
Like some cyclone you moving cloud
Climbs to the mountain crest.
We see the swift steeds of the fates,
Harnessed with links of fire;
Champing beside the mountain gates
They move at man's desire.
The midland waters are awake;
From sleep the ages one
They see the iron courser slake
A thirst like torrent strong.

This is the age when giant mind
Controls the air, the sea,
When brain and will power are combined
To solve earth's mystery
Where lakes and fountains of the north
Blend as they southward go,
Their Titan force is giving birth
To Mississippi's flow—
Where inland seas at Duluth
Reflects the drifting sky
Or mirrors in their living truth
The storm clouds as they fly—
Where the great river takes its leap
Over the basalt wall,
And gathered torrents after sweep
In grandeur past St. Paul—
Gathering from fir and mountain [illegible]
To reach the glowing west,
The northland forces, all as one,
Join in a common quest.
Some warrior Sioux I ween was laid
Long since to silent sleep,
And wakes to see a pathway made
Where iron coursers sweep;
From burial night he gazes round—
The harvest field below
His war steed crossed with rapid bound
Many a year ago.
Ah! not for him the harvest field,
The reaper's clanking tread,
The golden sheaves the binders wield
To give the nations bread;
Before him is the cottage home
Groved by the running rill,
The distant city's silver dome,
The ever grinding mill;
The while he looks at a breed of smoke
Athwart the horizon's blue;
The iron steed with lightning stroke
Appalls the warrior true.

Better to rest, oh warrior bold,
Than wake, with wondering eye,
To question with thy lips so cold
Years that have passed thee by!

It is forty years, this very year,
Since the first bold wagon train,
With man's deep vow and woman's tear
Struggled across the plain.
Brave Whitman piloted the way
As on four months they pressed;
They pass the plains with summer's day
With autumn gain the west;
Those heroes of giant mould
Made paths from sea to sea
And, with their giant will controlled
The far shores' destiny.

Two score of years are gone since then;
But, known the world around,
Another race of giant men
This northern way have found.
From early east to sunset's clime,
By use of modern ways
The toilsome months of Whitman's time
Are but as many days.

Not long it seems, since those northern lands
Reaching from sea to sea,
Lay, as long cycles had run their sands,
Savage and wild, and free;
Thunder [illegible] of the buffalo
Trampled [illegible];
He was a daring man who did go
Through the wild northern pass.
All was so weird, so still, so slow:
Savage, it lay asleep,
When Custer's [illegible] with deadly blow
Left the wide world to weep.
Dakota then was [illegible] known
As home of savage hordes;
Montana's pastures did not own
Their flocks [illegible] herds
Far Idaho and Washington,
With mountain, stream and plain,
Were looking to the setting sun
Yielding no golden grain;
No wealth [illegible] garnered field.
As now by rail and [illegible];
Columbia's harvests [illegible] not yield
Seed for the world's [illegible] store.
And many a year [illegible] and wait,
Hoping this work were done,
Whose homes are by the western gate,
In fruitful Oregon.

Planted now by the northern path
Are homes of a million men;
The red man's trail is the reaper's swath;
The school where the lodge was then.
Homes by the thousand! Beautiful homes
Follow and mark the way;
Ever as westward the steel track comes
Are harvests in rich array.
We gather now, in this mountain wild,
To witness the closing scene;
Around us the wonderful forest calls
Watches what all can mean;
'Tis the latest link in the fateful chain
That reaches from shore to shore;
Spanning the northland from main to main
Till the far west is known no more

What of the Titans who lived of old!
What of great Hercules?
What were the labors [illegible] told
Compared to works like these?
Homer and Virgil recite the deeds
Of heroes and kings of old;
Men have fought for their faith and creeds,
But never a [illegible] told.
Equal in wonder, in courage brave,
In wisdom and weight of wealth,
To this wedding of iron from wave to wave,
This knitting of states with steel.

Men with grandeur of brain and mind
Toiling for many a year;
Wealth of Ormus and [illegible] combined
Bring the oceans together here;
Science and art with mighty power,
Divine in their [illegible] skill
Lent of their chivalry [illegible] the flower
To further man's mighty will—

Straight as an arrow across the plain—
Spanning the wildest stream—
Plutonian depths they sought of and again
To work out the wonderful dream.

A dream now no longer! This latest day
Brings the east and the west alike;
The closing act in the wondrous play
Is—driving the Golden Spike!

JERRY AND JOE.

Joyous Meeting After Thirty Years of Separation.

The death of the late Judge J. S. Black has brought up an incident that occurred in New York in 185-. The writer was a little call boy at the [illegible] at the time, and Judge J. S. Black, then attorney general of the United States had arrived. His rooms were thronged with grave and distinguished politicians. The next day there arrived a small, stained old gentleman from the west. He registered as Judge J. Williams, Iowa. For a few minutes he looked over the register, and the call boy that was waiting for an order, [illegible] he gave a start and asked for a card. This card was as follows: "The supreme judge of Iowa presents his compliments to the attorney general of the United States," and taking up a half sheet of paper, Judge Williams wrote the following:

Oh, Jerry, dear Jerry, I've found you at last,
And memory, burdened with scenes of the past,
Returns to old Somerset's mountains of snow,
Where you were but Jerry and I was but Jo.

In less than three minutes the great, dignified Judge Black was coming down the stairs two steps at a time and the little call boy [illegible] scared to [illegible]. The scene in the office of the hotel [illegible] will always be remembered by those who were so fortunate as to be witnesses. Two old schoolmates and law students were together after a separation of nearly thirty years. Two old men embraced each other and neither able to utter a word. Both have passed away, and no better representatives of the American bar, that have sprung from humble origin, can be found in American history.

THE PIONEER CLOTHIERS.

Dating back many years ago, when Portland was a mere village, we find among the advertisers in the OREGONIAN but a few who are now engaged in business. One from among the very few is [illegible], who can look with pride upon the changes effected. This old house is now firmly established at No. 147 First street. They keep up with the times and can offer their patrons, and the public generally, a complete assortment of goods of the very latest styles.

The Walla Walla Watchman has been sold by Chas. Besserer to Frank Soy and Chas. [illegible]. Mr. Besserer will visit Philadelphia.

J. B. Garrison's sewing machine [illegible] is located at 167 Third street between Morrison and Yamhill.

PACIFIC COAST.

CALIFORNIA.

Simply a Farce.

SAN FRANCISCO, Sept. 8.—Yesterday's proceedings in the Hongkong Chinamen habeas corpus, before Supreme Justice Field and Judge Sawyer, proved to be a greater absurdity than those of the day before. It turns out that no such Chinaman as the one mentioned in the first petition was on board the steamer Arabic, and the Chinaman Ah Kuam, mentioned in the second petition, stated, when brought before the court, that he had not made any application for a writ to be discharged from the vessel. Judge Field said the court had been trifled with, and ordered the petitions dismissed. The statement made last night that the case was manufactured, is confirmed by the proceedings to-day, the object being to test the restriction act in respect to Hongkong Chinamen. It was believed that Judge Field and Sawyer, sitting [illegible], would disagree, and in this way get the matter before the supreme court of the United States.

Comment on the Davis Murder.

In the case of Jeffcott, who shot Davis last evening while both were employed at Woodward's gardens, the latter claims he did it in self defense; that he upbraided Davis for having called him an [illegible], and that Davis sprang at him with a hammer. Jeffcott drew his revolver and fired. At the first shot Davis staggered, but Jeffcott fired again, and a third time. The act is considered an unwarranted one, as Jeffcott knew Davis did not carry a pistol and Jeffcott's first shot so disabled Davis as to prevent him from doing any injury to Jeffcott. Davis was an Englishman and is spoken of by his associates in the garden as a quiet, inoffensive man and the last person to pick a quarrel. Jeffcott is an Irishman and was looked upon as a sort of a crank. Four years ago he was shot in the leg by Sailor Jack Hartman in a fight on Merchant street and since then has twice had a revolver drawn on him.

The Remorse of Lacy.

Lacy the unfortunate man who yesterday shot Weller, while both were on a spree, expressed to a reporter great remorse at the deed committed: "My God, sir," he exclaimed, "you don't think I would have hurt poor Tom intentionally. Why, he was my best friend and I would rather be in his place twice than in mine. You see we were full and didn't know what we were about. He said, 'Now pull the trigger, Ned, and you'll shoot me in the mouth.' I did pull, and that's all." A fit of crying interrupted the prisoner and he could speak no more.

San Francisco Notes.

The Corean embassy left yesterday afternoon for the east.

The steamer City of New York, from Australia, [illegible] days behind time, arrived yesterday. The vessel broke a crank pin, which caused the delay.

Wheat charters have dropped 5s in three days, owing to the large amount of disengaged tonnage in port. Yesterday wooden charters for Liverpool were taken at 45s. Iron charters, Cork, 52s 6d.

A Fort Ross, Cal., dispatch says that the bark Windermere, from Newcastle, N. S. W., with coal for San Francisco, is ashore two miles below town. All hands were saved. The vessel was a total loss.

Beecher's Lecture.

Beecher's third lecture at the Metropolitan temple to-night was slightly better attended, 800 being present. Subject, "Evolution and Revolution."

Shipping Intelligence.

Arrived—Friday—British steamer Sardonyx, Gaudin, 96 hours from Victoria; passengers and merchandise to Henry Lund & Co.; steamer Columbia, Bolles, 78 hours from Portland, via Astoria 42 hours; passengers and merchandise to O. R. & N. Co.

Cleared—Steamer Willamette, Port Townsend, Oregon Improvement Company; ship Guardian, Flint, Port Townsend, Parrott & Co.

Sailed—Steamer Umatilla, Worth, Seattle.

Clearances—Saturday—Str Columbia, Bolles, Astoria, O. R. & N. Co.; sh Otego, Boyd, Port Townsend, Renton, Holmes & Co.

Departures—Str Willamette, Meyer, Port Townsend; schr American Girl, Dackus, Port Townsend.

STATE DISPATCHES.

Arrested for Embezzlement.

ALBANY, Sept. 8.—[Special.]—Sheriff Purdom, of Douglas county, arrived in town yesterday. From here he crossed over into Benton county and arrested E. L. Westgate, formerly of Roseburg, for embezzlement. Westgate's crime consists in his having given some time since a chattle mortgage on a horse and afterwards sold the animal. Sheriff Purdom started with his prisoner on his return home to-day.

MONTANA.

Purchased by a Syndicate.

BUTTE, Sept. 8.—A syndicate of three wealthy gentlemen, one from this city and two from Omaha, has completed the purchase of a large tract of land immediately surrounding the great Shoshone falls of Snake river, Idaho. The falls are surrounded by the grandest scenery in the world. The syndicate will build a mammoth hotel, put steamers on the river and make it a place of resort.

WALLA WALLA ITEMS.

[FROM THE OREGONIAN'S LOCAL CORRESPONDENT.]

WALLA WALLA, Sept. 7.

Wheat is quoted at 60 cents to-day.

Hon. Philip Ritz is home from Washington, D. C.

Charles Russell has gone to Salem to attend the state fair.

Senator Slater expects to attend the Villard reception in this city.

Frank Kimball, of New Tacoma, is visiting relatives in this city.

Only one grave dug in the city cemetery during the month of August.

The city council has appropriated $500 toward the Villard reception.

The public schools opened on Monday last with an attendance of 333 pupils.

Dr. Boyd has gone to Union county, Or., to look after his mining interests.

Tiger Engine Co. No. 2 are to have 1000 feet of new rubber hose and a hose tower.

Miss May Page has returned from the Warm Springs greatly improved in health.

H. M. Chase was the purchaser of the first postal note from the Walla Walla postoffice.

Miss Flora Despain and Miss Elsie Busbee, of Pendleton, are attending St. Paul's school.

The lectures of Dr. J. W. Watts under the auspices of the W. W. C. T. U., were well attended.

Miss Ida Boyd and Mr. S. K. White of St. Paul's school have returned from their vacation jaunt.

Mrs. Jenny Bowman and Mrs. Shields returned from a visit to San Francisco on Thursday's train.

Rev. Father Duffy, who has been summering at the seaside, has returned greatly improved in health.

The young men of this city have organized a glee club and hold weekly meetings in the vestry of the Baptist church.

Columbus Walker has returned from San Francisco with his wife and family who have been visiting relatives in Maine.

Mr. Braden of Indiana, the new receiver of the land office in this city, is expected to arrive here within a few days.

The committee on decorations have received from Charles Russell a mammoth squash weighing seventy-eight pounds.

The oratorio society was reorganized on Monday, and will in the future meet in the A. O. U. W. hall every Friday evening.

Washington Hose No. 1 now carry the fox tail, having won it from Tiger No. 2 in the run to the Egan evening fire last Saturday.

The physicians report the condition of Ed. Kisher, who was shot by Chas. Besmer, as encouraging, and say he is likely to recover.

Z. K. Straight has returned from San Francisco, bringing with him three prizes which he won in the California Schutzen Verein contest.

Mrs. George A. Sheppard and daughter, Miss Jennie, of Pendleton, are in the city, the guests of Mrs. E. Kelling. Miss Jennie will attend St. Paul's school.

Columbia lodge, No. 8, K. of P., are making preparations for their first anniversary ball, which will take place October 23. Ivanhoe's expect to give their invitation party in November.

It is announced that the marriage ceremony will be performed in this city in a few days, the contracting parties being Mr. Fred Reed of Herron Siding, M. T., and a young lady from Portland.

Hon. Thos. H. Brents, Dr. D. S. Baker, Judge S. C. Wingard and H. M. Chase, Esq., the Walla Wallaians who were invited to attend the golden spike ceremonies, left on Wednesday's freight train.

The Walla Walla cannery is running at its full capacity, putting up tomatoes and corn. From Mr. Roberts we learn that he is receiving large orders from Montana. Our local dealers are using these goods for their local trade.

H. E. Holmes left on the 3d inst. for Providence, R. I., where he goes to attend the sovereign grand lodge I. O. O. F., as representative of the grand lodge of Washington territory. He was accompanied by Mrs. Holmes, who will visit relatives in Sioux City, Iowa.

Enterprise lodge No. 1, I. O. O. F., will extend its hospitalities to all the brethren who may be among the Villard party. Abraham Lincoln Post No. 4, G. A. R., proposes to entertain all the military gentlemen and comrades who accompany the gold spike party.

Washington Engine Co. No. 1 have made the following nominations for department officers: Robert Leanes of Vigilant H. & L. Co. No. 1, for chief engineer, and Joseph H. Miller and John L. Sharpstein of Washington's for assistants. The election takes place on the first Monday in October.

Washington Territory.

The dog poisoner is abroad in Walla Walla.

The Colfax *Gazette* will shortly begin the publication of a daily.

The fire engine for Colfax was shipped from Seneca Falls, N. Y., August 21.

A man by the name of John Poynton was considerably injured by a premature blast at the mines on the Similkitine, a short time ago.

The Oregon Improvement Company will remove their land office for the Palouse country to Endicott and place J. O. Courtwright in charge.

Thomas McFarlane, who was shot at Stanwood by a man named Rogers, is said to be out of danger. Rogers is still at large, and it is expected that he has gone to British Columbia.

The wool growers of Columbia and Garfield counties met at Pomeroy on Thursday of last week, to take action in regard to the convention to be held at The Dalles on the 27th. Quite a number of the sheep men of both counties were present—in fact, nearly every wool grower was represented. The general feeling of the meeting was that the reduction of the tariff upon foreign wool was wrong, and was doing a great damage to American growers.

[illegible] with his feet in a pool of water, and holding high in the air a long [illegible] [illegible] presidential [illegible] [illegible]

[illegible] Astor house, this city, on Thursday next.

Sailed for Rome.

WILMINGTON, Del., Sept. 8.—Bishop Becker of this diocese sailed for Rome yesterday. It is understood in Catholic circles that he will be made archbishop.

The Yellow Fever.

[illegible]

Savoy and prevents all Summer Diseases. [illegible] and get the genuine [illegible] [illegible] SIEGERT & SONS.

The dwelling of Benj. F. Willey, near Oakland, Mason county, was burned August 31. Loss, [illegible] insurance, $1000.

[illegible]

The Daily Oregonian

SUNDAY MORNING SEPT 9 1883

THE OLD AND THE NEW

The last state and the last territory of the American union to be connected with the general railway system of the country are Oregon and Washington. Yet this Pacific northwest was settled before Kansas, Nebraska or Minnesota, it contained many citizens of the United States while California was still a province of Mexico, and it was attracting immigration while Iowa and Wisconsin were still frontier territories. Almost from the very beginning of the settlement of Oregon by citizens of the United States, which may be said to date back to the year 1838, people have talked of the coming time when there would be railway connection with the eastern states. Thirty years ago the first preliminary surveys were made. The railroad has been long coming, but here it is at last!

While we joyfully hail the new era introduced by the railroad, yet we whose lives have been spent here part with old Oregon with regret. Oregon as it was will henceforth be only a recollection. Our ways of life from this point are to be separated from the old ways and we may look back upon the past with a feeling akin to that which one experiences when he is conscious of doing an accustomed thing for the last time. The Oregon that we have known we shall know no more forever.

At first our people felt the isolation, the lonely remoteness of their position, and it was difficult for them to entertain the thought of spending their lives at a distance which necessarily severed them from all former associations. But this feeling passed away, a real attachment for their new dwelling-place succeeded to it, and Oregon became to them their own country, to which they have ever been devoted. During long years few influences were introduced from without and Oregon grew or developed according to her own tendency. Her people acquired a character very much their own, and yet it was a character in which high principles and genial impulses predominated. Life had no great variety, but it was all the better for its simplicity, which betokened earnestness and sincerity. Upon such a course of life there were for many years but few innovations. Society developed from within, instead of receiving its form though impressions from without. The small population that came from year to year was readily assimilated, receiving from the common influence that touch of nature which made all akin. This microcosm was the Oregon of the heroic time.

We who came out here so long ago are now again united with the states which during many years were spoken of with affectionate remembrance as the old home that few could expect to revisit. It was the work of six months to reach the shores of the Pacific; the way was a most toilsome one, danger and disease were to be met, privation and hunger were to be braved, and who could think of measuring back again the weary march? But the railroad now brings the states to us. We renew the old associations. Time and distance, once insuperable barriers, now are overcome. The pulsations of a stronger life are to be felt within us, though it may be questioned whether the new Oregon will be happier than the old.

But be this as it may, a new destiny is upon us. Let us accept it, work in accord with it, make the most of new and larger opportunities, and gladly see the germs of all Oregon unfold into the fullest possibilities of new and vigorous life.

THE FATHER OF THE PACIFIC RAILROAD

It is a common idea that Thomas H Benton first suggested a railroad across the continent of America. But at the last meeting of the state historical society of Missouri, held at St Louis, this idea was shown to be a fallacy, and the credit of the first serious proposition for a railroad to the Pacific was awarded to Asa Whitney, a New York merchant, who strove in vain to obtain, or at [illegible] the recognition of congress and the country. Benton, it was shown by a paper read before the historical society above named, actually opposed the project even after it had gone so far as the calling of a convention at St Louis. Whitney at one time was worth about $700 000, but the great fire in New York in 1835 destroyed nearly all his possessions, and he soon afterward went to China as a super cargo and then to England and other parts of Europe. During this journey he made a systematic study of the problem of transportation and the commercial relations of the United States to China, India, the islands of the ocean and the various European countries, and it was while returning home across the Atlantic that he evolved the scheme of a great national railway from Lake Michigan to the Pacific, which he had convinced himself was the comprehensive expedient that would enable his country to avail itself of its manifest advantages, and secure a vast and enriching foreign trade, while at the same time developing its own resources and promoting the general welfare.

With this view he drew up a memorial to congress urging that the construction of such a road would bring to our doors the commerce of Asia and would also settle and develop the great interior parts of the American continent. These views were elaborated by arguments which have since been used a thousand times. The memorial was referred to a committee on public lands, and Whitney never could induce the committee to make any report upon it. After a long and vain effort he gave it up in despair. A friend whom he had once aided came to his help in his extremity and enabled him to secure a small farm near what is now the soldiers' home near Washington, where he lived in obscurity and died unnoticed at the age of 76 years. The state historical society of Missouri now insists on awarding him his just fame as the father of the Pacific railroad.

The emigration of 1852 was the largest that ever came to Oregon by the wagon route over the plains. Great numbers were in destitution before their arrival. Meetings were held at Portland, at Oregon City, at Salem and at Lafayette to provide aid for them. Provisions were sent east of the Cascade mountains in charge of trustworthy agents, among whom was William B Affleck, long since dead—to whom be peace forevermore! The worn and weary emigrants were supplied with food and helped across the mountains or down the river to the Willamette valley. Hundreds now survive who will read these lines upon this day when it is announced that the journey of six months has been shortened to five days. Old Oregon truly is no more.

It is but just to say that in the preparation of the article describing the Northern Pacific line from St Paul to Portland, H J Winser's excellent guide, soon to be on sale, has been freely consulted. Indeed, much of the matter is taken directly from the book with the permission of its author.

Just forty years ago the first considerable emigration across the plains was beginning to arrive in Oregon. That toilsome trip of six months will from this time grow into a tradition.

Mrs L Francois
F D Jud
Nick Williams
Jas Brown
Mrs A Tilyer & ch
H Nemler
E Kennedy
M Slocum
L Solomon

"Dr Benson's Celery and Chamomile Pills are worth their weight in gold in nervous and sick headache."—Dr. E. H. Schlichter of Baltimore.

PORTLAND'S SURE FUTURE

The crowning fact is accomplished. The last spike has been driven home and the Northern Pacific railroad is practically completed. It is no qualification of this statement to say that it is only completed to Portland, for this is the end of the line. Much of the system is yet to be constructed, but when the Northern Pacific was able to move a train through to Portland it had accomplished all that constituted it a Pacific railroad. It had placed the great northern zone of our country in communication with the western ocean. It is a fitting time to consider the prospect for the future of Portland, her commercial outlook and the duties and true policy of her merchants and citizens. That law on which is based the foundation of commercial cities has been fully discussed in these columns and need only to be stated here to be recognized as a scientific truth. Succinctly stated with its premises it is as follows:

1 There is never competition among agricultural producers or their agents by which they are crowded toward the purchaser, the consumer and his agents. Hence they make no attempt to found ports or build up commercial marts.

2 There is competition among the purchasers and their agents, who jostle one another to push into the interior of a country to get as close to the field of produce as they can reach. These men, the purchasers, not the producers, build the commercial ports of a region.

3 As the result of these two facts proceeds the law that the commercial port of a region will be as close to the producer as the purchaser can go and obtain reasonably good facilities for the class of transportation demanded by the produce of the country.

When this law was stated in these columns a year or more ago no attempt was made to dispute its truth. Such a law, which is after all but one of natural selection applied to commerce among men, has placed Portland at the head of navigation and near the heart of that region known as the Columbia, Willamette, Snake river and Clark's Fork systems, and covering an area of nearly 400 000 square miles, of which 325 000 or 208 000 000 acres are among the best farming lands of North America. Such a territory when settled no more thickly than Wisconsin will support a population of 8 000 000. Settled like Iowa it will contain 10 000 000, and when no more thickly inhabited than Illinois or Indiana will have a population of [illegible] 000 000. All these states are new, having scarcely the age of half a century. They waited long for ways of communication. In 1840 Illinois, under the influence of her first railroads, had trebled her population of 1830, while Indiana had doubled hers. From 1850 to 1860 Iowa under similar influence had quadrupled her numbers. Having until now only steamship connection with the country at large, the population of Western Oregon is to-day equal only to that of Iowa and Wisconsin after those states began to feel the impulse of railroads. Thus it must be remembered is said of a region at the extreme western edge of North America, separated from the sources of population supply by the Atlantic ocean, the width of a continent and the highest mountain ranges of the world.

It may now be said that the position of Portland as the commercial port of all the region named is definitely assured. But this is not saying that Portland is without rivals for its trade, and rivals that are having formidable aids in their effort to usurp our position as a port. But they must be powerless till they can take away our geographical [illegible] of the great valley system naturally tributary to this market. This rivalry is just and legitimate. The aid given it from outside is equally just. For this reason it must be met and calmly considered as all the fair [illegible] politics are considered in a commercial community. The situation of Portland is plainly that of other ports which have been subjected to the speculative assaults of capital. These assaults have all met the same fate: they have failed because the forces of nature are against them.

We are gratifying the completion of the Northern Pacific railroad because it connects us with the world, but we are not the only port which this enterprise places in communication with the east. It must be recognized that Mr Villard's companies have as much or more interest in building up a port on Puget sound, if it were possible, than in assisting the growth of Portland. This proposition must not be misunderstood or misinterpreted. It is no reflection on those companies or the mind which conducts them. It is simply a plain statement of fact and only one of a host of similar instances. The produce of the country being brought to Portland, railroad lines stand ready to transport it to New Tacoma. They are built for this purpose and in this do not differ from other similar works. The prosperity of Portland will pay the joint companies indirect dividends; the employment of their railroads will pay them direct profits. As the difference from the producer to Puget sound is greater than to Portland, the interest of the railroad companies would be naturally to build up a port on the Sound.

The gentlemen who control the lines and who tell us that we are to have a great city are telling us the truth, because such a result is the inevitable consequence of our location, to which alone and not to the will or good nature of the companies we shall owe the fact. This is no new thing in commercial history. The Atlantic coast of Europe and North America, the Pacific coast of South America, the gulf of Mexico—all abound in instances of abortive attempts to build up new ports near deep seas at the expense of established marts near the heart of the country. It is natural enough, for while only one man in a thousand has a scientific business insight, there are nine hundred ready to help themselves if they can start cheaply on another's mistake; and it is the almost universal rule among men to regard the building of port away up stream a mistake.

In 1857 some influential men of the south, led by David L Yulee, then United States senator from Florida, determined to build up the port of Fernandina on the coast of that state at the expense of Jacksonville, which was then the metropolis of that region. The case is so interestingly parallel in its premises to that of Portland that it will bear careful study. Jacksonville is on the St Johns river twenty-five miles from its mouth. The bar, that terrible bugbear so alarming to aspiring communities which never have occasion to cross them, was one of the worst of the southern coast. It admitted vessels drawing twelve feet of water at high tide with a fair wind. Wrecks had long ceased to be of novel occurrence there, and Jacksonville, like Portland, annually made its tiresome appeal at the bar of congress. Sixty miles north of the St Johns river was the fine channel of Cumberland sound, and a sail of but twelve miles with abundance of sea room led up to Fernandina, a little hamlet in front of good anchorage, well sheltered from the wind, where corner lots could be bought by the acre. There was the Portland, the Tacoma and the Puget Sound of the far southeast. It required only the genius of David L Yulee to appreciate the situation. Of this man it is interesting to note that he had for some reason abandoned the family name of Levy, declaring that he would make a name for himself, and taking that of Yulee, which by extraordinary ability and energy he made famous till the war partially submerged him, and the failure of his Fernandina enterprise finished what the war had left. A railroad extended from Jacksonville west through the interior of Florida. Yulee built another southwest from Fernandina, traversing a part of the peninsula of the state and crossing the Jacksonville line nineteen miles from that town and fifty miles from Fernandina. That distance of thirty miles was fatal to Fernandina. For a time there was a Fernandina boom, but the country people, with the stupidity of rural citizens everywhere who insist upon consulting their own convenience rather than the noble enterprises of merchants and speculators, persisted then as they do to-day in going nineteen miles from the junction to Jacksonville rather than fifty to the magnificent port on the sound. In 1860 the county of Nassau, including Fernandina, possessed a population of [illegible] 600, which had increased to [illegible] in 1880, while in 1860 Duval county, in which Jacksonville is located, contained [illegible] and in 1880 [illegible]. The country traversed by the Fernandina line has no interest whatever in the magnificent port on the sound, but pays tribute to Jacksonville. It will be said in explanation of this that Jacksonville is in the beautiful and fruitful valley of the St Johns river, while Fernandina has for back country only the sandy lands of Wassaw county and the pine forest, which is true and makes the parallel the more exact.

Another instance in a region near Fernandina. The city of Brunswick was started at about the same time as Fernandina by railroad magnates who were going to destroy Savannah by tapping the interior of Georgia with the Macon and Brunswick railroad. A ship drawing twenty-two feet of water can enter Brunswick harbor, while only fourteen feet can be carried to the wharves of Savannah. Brunswick is but eight miles from the ocean, Savannah is eighteen. But after twenty years struggle Brunswick and Glynn county, with all its fostering, has increased from a population of 4000 to 6000, while Savannah with Chatham county has gone from 31 000 souls to 45 000.

In the same manner a few capitalists in 1867, encouraged by the experiences of the quartermaster's department during the rebellion, thought it possible to destroy the commercial importance of Charleston. It must be confessed they had the moral support of loyal prayers, for probably the mass of northern people at that time would have been glad to see Charleston plowed up and sown with salt. But it was not to be. Vessels drawing thirteen feet could generally count on getting into Charleston harbor, and at certain times could even enter with sixteen feet, whereas twenty-four feet could be taken up to Hilton Head, the point selected as the rival of Charleston. There was no river navigation nor towing at Hilton Head; there was plenty of sea room right up to a good anchorage. A line of railroad connects the port with the interior systems of South Carolina and Georgia. At the present time Hilton Head township boasts a population of [illegible] 00, while in the same time that of Charleston county has risen from 70 000 to [illegible] 000.

It is unnecessary to greatly extend this list, but it may be amusing to call the attention of our German guests to the history of Hamburg and Altona on the Elbe. Altona was fostered by the Danish government for the purpose of supplanting the wealthy [illegible] wharves of Hamburg, which it almost touched. It did threaten that city with considerable damage and for a time [illegible] part of the commerce [illegible] monopoly of Hamburg. It was a boom lasting for a short time, and [illegible] called a remote ward of Hamburg, which remains the most important commercial port on the continent of Europe. When the merchants of Hamburg have accumulated sufficient wealth they retire to rest during the evening of life in the quiet of Altona, which has become simply an interesting suburb of the great commercial metropolis.

In view of these examples it must be apparent to reasonable minds that no effort on the part of capital to undermine the position of a city so situated as Portland can be successful. That our prosperity could for a time be affected by such efforts is doubtless not a limit doubt, because men must acquire wisdom by their own personal experience, though after all it is only experience and not wisdom they acquire. It is predicted that when the Cascade division of the Northern Pacific has been constructed Puget sound will be nearer Walla Walla than Portland. Is this true? In horizontal miles yes, but in equated railroad miles for freight and passengers, no. From Walla Walla to Portland the grade is continuously descending to the valleys of natural watercourses. The undulations in this descent are immaterial as against the general proposition. A line to reach the sound except via Portland must climb the ridge of the Cascade mountains. Mr Villard told the people of Walla Walla that it would cost a great deal of money to carry freight over the steep grades of such a line as had yet been located, but he also told them that a route had been discovered by which a one per cent grade could be built, and that over such a route he could carry their cargo at a greatly reduced cost. From this statement it would appear that the grade of fifty feet per mile is the only obstacle to cheap transportation between Walla Walla and the Sound by a direct line. But it is not so. Mr Villard was entirely candid in his statement. He told the people it would cost an extra amount for tunneling of [illegible] 000 000. He did not however tell them what they will find out in time, that going to Puget sound by a mountain route is not simply riding over a railroad with one per cent grades, but in crossing a golden wall of [illegible] 000 000, and that his customers will of course pay for the luxury. The people of Walla Walla sometimes complain of paying tribute to Portland. In new countries men always complain of their markets and Walla Walla is no exception to the rule. Nevertheless the market once established at the right point remains there until men finally adapt themselves to the inevitable facts and to each other.

Part of this complaining comes out of local patriotic jealousy and arises from men who plunge as pioneers into new regions and are forced to pay extraordinary prices for all the luxuries of life and even for its very comforts and necessaries. But as a country develops and towns take on the metropolitan character this cause of complaint disappears in the increased competition of trade. Walla Walla will find this true of Portland. New and more exact methods of business will appear here. Instead of demanding gains of from 20 to 50 per cent, or even 100, merchants will be contented with 5.

Portland has an assessed valuation of about $11 500 000. There is without doubt in Portland an accumulated wealth of more than $45 000 000. For its population it is one of the wealthiest cities of the nation. To build a city on the Sound that shall compete with Portland for the trade of the northwest it will be necessary to start several new enterprises not commonly considered a part of railroad works. For instance, for the convenience of hotel keepers it will be essential to establish three furniture manufacturing establishments with capital amounting to $450,000 and equal to any such establishments in the country, besides three or four second class factories in the same branch of art. There will be required also three [illegible] watch-making and jewelry establishments, not to mention several minor stores for the same class of goods, with a capital of $350 000; twelve wholesale and retail dry goods houses working a capital of $1,700 000, with a host of secondary retail stores of such goods. Here are but three classes of enterprise, representing $2 500 000, and nothing is said yet of the banking capital, the investments of foreign importers, the machinery of life of an established town in full blast, of its wharves, street railroads and its hotels. As these exist right here, men who come west to invest capital will put it where the most active competition will bring the greatest mass of customers. Portland will be the metropolis of this region, and in ten years from now, under its improved methods of trade, the people of the interior will be glad of it.

If it be necessary to say another word concerning the influence of the Cascade division of the railroad across the continent, it is only that when trade reaches the valley of the Snake or the Columbia it must follow natural channels. This is the universal law as touching all the staples of all countries. Coal, wheat, grain, lumber, beef, wool, ores, all follow the course of streams which drain a country, whether they be navigable or not.

Before leaving this important subject, never yet so important nor so interesting as now, it will be profitable to remind the readers of The Oregonian of a prediction made in these columns two years ago based on a demonstrable law that commercial river towns grow down stream. At that time the great railroad depot of Portland was to be above the town. Its lines were located and grading begun for the foundations and sidings, and all was incidental to a great traffic.

Since that time all this has been changed to the other end of the city. It is not sufficient to say that the purchase of the Northern Pacific line and its consolidation with the other lines created an engineering necessity for the change, because competent engineers give the assurance that such is not the case.

Business considerations, the facility for getting away, the greater ease of doing a transportation business without being jostled by the town, the nearness to the commercial houses of the port—such considerations properly enough produced the change. The same causes seem to influence the growth of all river towns. Residences may move up stream if there are bluffs, or up the hill away from the bottom land; manufacturing establishments are apt to remain behind, but the commercial houses invariably move down as greater wharf accommodation is demanded.

The same spirit of rivalry and enterprise which forces a purchaser to make his port as near the producer as possible seems also to make him anxious to procure the best advantages on the river front. This is secured by bringing his ship to a berth that will involve her in the least amount of risk and delay when she reaches a harbor and is near other ships. She will find such a berth on the lower edge of the field of shipping in port, and as continually the wharves grow down stream the great commercial houses follow. When a limit is reached, when the character of the river or bank prevents a further descent, then another change takes place. The smaller craft are forced out of the lower berths and cross the river or go up stream to make room for the heavier shipping. Portland has excellent harbor facilities on both banks, and when the bridges are completed so as to include the east shore with this it will have a harbor capacity commensurate with the commercial position for which providence designed this beautiful and growing city.

LEWIS AND CLARKE.

On the south bank of the Yellowstone river stands a detached body of yellow sandstone which rises abruptly on three sides to the height of about four hundred feet. Its base occupies about one acre of ground. The fourth side is irregular and broken and affords a way by which ascent may be made. The rock is known as Pompey's Pillar, having been so called by the explorer William Clarke. The most noticeable thing about it is Clarke's name carved deeply on the face of the rock about half way up on the north side. At this place it may be easily reached by climbing over the heavy blocks of sandstone broken down from the body of the cliff. The face of the rock is protected by some overhanging portions from sun and storm, and the inscription "William Clarke July 25 1806" is traceable throughout. It is in old fashioned script and is undoubtedly genuine. A modern vandal, who evidently had never heard of the explorer, has registered his own worthless name in uncouth characters over a part of the original inscription. But Gen Anderson, chief engineer of the Northern Pacific railroad, has caused this bungler's name to be removed and a wire screen placed over the name of William Clarke to preserve it. It was on his return from the mouth of the Columbia river that Clarke passed the place. The explorers parted and divided a short time before, Clarke having taken this route while Lewis pursued another. Lewis, upon his return to the east, was made governor of Louisiana territory and died by his own hand near Nashville in October 1809. Clarke was made governor of Missouri territory and lived till September 1838.

HONOR THEM ALL

Smalley's New Northwest

A generation has passed away since the idea of a railroad along the route followed by Lewis and Clarke first occupied the public mind. How many courageous and devoted men have labored for the realization of this grand enterprise! Honor to the memory of those who have passed from the stage of action—to Asa Whitney and Josiah Perham, who urged the project upon the attention of congress; to Edwin F Johnson and W Milnor Roberts, the great engineers; to Gov Isaac I. Stevens, the pioneer surveyor and explorer, and to many more! Honor too to the living—to the whole line of former presidents of the company, Smith, Cass, Wright, Billings and Barney; to President Henry Villard, whose genius for organization and finance has provided the means to complete the road and given it an extensive system of feeders and branches; to Jay Cooke, who in 1870 raised thirty millions to begin building the road; to the officers of the company, and in particular to Thomas F Oakes, the vice-president, and Adna Anderson, the chief engineer, who have directed the construction of over 2000 miles of track on the main line and branches in two years time; to Gen Sherman, who gave to the enterprise the invaluable support of the army, and to his subordinate officers who swept the savage from the pathway of the road! Honor them all.

Notice.

In order to avoid blocking of streets and accidents that might otherwise occur on the evening of the illumination, the committee of arrangements request that persons will drive only in a southerly direction on First and Third streets and in a northerly direction on Second and Fourth streets.

J McCRAKEN,
Chairman of Committee.

Hon. John Callahan, judge first district court, New York, and the Right Reverend Bishop Gilmour, Cleveland, Ohio, have used St Jacobs oil and endorse it.

THE BUSINESS OUTLOOK

Portland is said to rank as the third wealthiest city of the world. Of equal size we doubt if there exists a city of equal wealth. Situated as it is at the very gateway of the agricultural and stock lands [illegible], freight received and shipped must necessarily pass through it or in some manner pay tribute. With the completion of the northern overland route Portland's growth has but begun. By the energetic work and close application of her merchants to-day have a trade such as no other port enjoys. This trade can be held and enlarged by a continuation of liberal policy and honest methods. To this date we have been compelled to use a water route, disagreeable and necessarily slow, in obtaining goods which for the most part were handled by San Francisco houses who must make a profit. With the new order of affairs this second trading is dispensed with, and as our merchants can buy just as cheap in leading markets as can others, and enjoy as favorable freight rates overland, they will be enabled to deal with customers as advantageously as they have heretofore done with San Francisco houses. That competition will be had is not questioned, but it will be closer and to the advantage of the retailer. Already we have orders placed in eastern markets for stocks which will be freighted over the new route. The managers of this route announce a liberal policy and, should such be followed, our [illegible]. For years Portland has looked forward to the driving of the spike that signalized a completed road. The result has been attained, but preparations having been daily reported, the event has to a certain extent been looked forward to with an enthusiasm quiet in its nature yet earnest in its character. The city is and has been, from day to day, evidence of this event in increased trade with Idaho and Montana sections. With the advance of the western divisions the upper country became more easily reached, and its immigration poured in and plows turned up a soil of exceeding richness. Our trade slowly but surely extended itself. And this is but the beginning, for with a country which is only being opened the certainty of great improvement is manifest. The trade possibilities are strikingly apparent and our facilities for meeting them must be almost as marked.

In the past year there has been more substantial improvement in the way of building and business than during any year of our history. Real estate, if it be at all desirable, is sought after by careful investors. Much that has heretofore lain idle, or occupied only by inferior buildings, has been improved by the erection of handsome brick stores. The architecture of Portland will favorably compare with that of any city in the world. Where a one-story wooden structure sufficed but a few short years ago, now stands an elegant brick of four floors. Several buildings of this class have been recently completed or are now in course of erection, giving the city a solid appearance that is a common remark by visitors. With unexcelled water power and natural resources at her very doors Portland must soon branch out more extensively in a manufacturing way. These resources can not long lie in the rugged way of nature. Art and science will grasp them with iron grip and compel them to render tribute to master hands. To-day a number of factories are in successful operation, but as population increases there will be a market that will render almost every branch of manufacturing necessary and profitable. The last link which was to give us connection with the world opens up new possibilities and new fields for the employment of labor and capital, which stands ready to meet them.

CHARACTER IN SMOKING

The Peculiarities of Smokers as Seen by a Chicago Dealer.

From the Chicago News.

It's twenty years, said a Chicago dealer, now since I began to sell tobacco, and in that time I have [illegible] studied the characteristics of my customers, forming my conclusions from the company they keep—I mean by the kind of cigars they smoke. I can always tell. An even tempered, quiet fellow never goes to an extreme in the [illegible] tobacco. A nervous man wants something strong, and a mild man something that smokes and nothing more. Then there is a great deal in the way men handle their cigars. If a man smokes his cigar only enough to keep it lighted and relishes taking it from his mouth to cast a whirling curl of blue smoke into the air, set him down as an easy going fellow, who cares little for how the world goes and no more for himself. He has keen perceptions and delicate sensibilities. He will not create trouble, but is apt to see it out when it is once begun. Beware of the man who never releases the cigar from his teeth, and is indifferent whether it burns or dies. He is cool, calculating and exacting. He is seldom energetic physically, but lives easily off of those who perform the labor. A man who smokes a bit, rests a bit and fumbles the cigar more or less, is apt to be easily affected by circumstances. He may be energetic, careful, generous and courageous, but he is vacillating and liable to change on a moment's notice. If the cigar goes out frequently the man has a whole-souled disposition, is a devil-may-care sort of a fellow, with a lively brain and glib tongue, and generally a fine fund of anecdotes and yarns. To hold half of the cigar in the mouth and smoke it differently is a sly man's habit. They are generally of little force and their characters are not of the highest stripe. A nervous man, or one under exciting influences, fumbles his cigar a great deal. He is a kind of a popinjay among men. Holding the cigar constantly between his teeth, chewing it occasionally, and not caring whether it is lighted at all, are characteristics of men with the tenacity of bulldogs. They never forget anything and never release a hold. The tip stands his cigar on end, and an experienced smoker either points it straight ahead or almost at right angles with his course.

Johnny and his Milk.

Johnny's parents are puzzling themselves whether that youth is likely to turn out a spendthrift or a person of miserly economical habits, a shrewd politician or a rogue, and all because of a little incident that happened while the family was recently spending a season of recreation in the country. The other night as usual the horrifying intelligence was brought from the pantry that the milk and cream that had been set out for the bowls and berry [illegible] the company had all disappeared. The first suggestion was of course that it was the cat, but when it was suggested that the family kept no cat, suspicion pointed its withering finger at Johnny. "Johnny!" said his sire, in the accents of a man who had been disappointed in his supper, "did you drink that milk?" "Ye-yes, I did," replied the culprit, wiping a tear out of his eye with his knuckle. "And what did you do it for?" was the next question in the catechism which leads to a licking. "Cause," said Johnny, blubbering, "I saw a big cloud coming up and thought 'twas going to be a thunder storm, and I knew thunder soured the milk and 'twouldn't be good for nothin', and so I pitched in and drank it up to save it," and he wept afresh. Neither his statement nor his tears however averted the interview with his sire which subsequently took place in the woodshed.—Boston Journal.

What a Title Costs in France.

St James Gazette.

If M [illegible] bill now before the French chamber [illegible] it will be possible for a Frenchman to purchase the title of prince for the very reasonable sum of £2000, and inferior titles at of course lower rates, down to the simple [illegible] prefix "de," which will be procurable for £300. One does not quite see why he fixed the patent of baron at £1200, when that of vicomte is to be put at £1000.

One is reminded of the request made to Louis XVIII by M [illegible] for permission to add "de" to his name. "One 'de' is not enough," said the king, "take two while you are about it." This petitioner took the hint and the two particles, and changed the very plebeian name of Gelion into the high-sounding aristocratic "de Genoude."

Use Ross Pills.

ACROSS THE PLAINS.

The Emigrant Train—A Contrast for To-Day

The plains were wide and vast and drear
The mountain peaks seemed cool and near
The sun hung low toward the west
"So near," we sighed, "are we to rest"

But journeying through the closing day
Our feet are weary of the way
Far, far, above our aching sight
The plains lie in the waning light

The mountain peaks that seemed so near
And hold our rest forever there
Are far across the desert lands—
We vainly cry with lifted hands

O hills that stand against the sky
We may not reach you ere we die
Our hearts are broken with the pain
For rest and peace we may not gain

Upon the plains we faint and fall
Our faces toward the mountains tall
Our palms are clasped but not to pray—
So die we with the dying day

Emily H Baker in Overland Monthly

John B Garrison is located at 167 Third street, between Morrison and Yamhill, west side.

DIED

At the residence of her parents, northwest corner of Fifth and [illegible] streets, in this city, at 11½ last night, Leah, daughter of Edward Campion, aged 20 years. Notice of funeral will be given to-morrow morning.

NEW TO-DAY.

CANVASSER WANTED FOR A GOOD SELLING article at 87 Washington street. 9s2

WANTED—20 TRACK LAYERS. APPLY AT foot of F street, opposite Clarendon. 9s4

TO LET—3 UNFURNISHED ROOMS; RENT $12, with water. 425 Fifth street, corner Hall. 9s3

FOR RENT—A LARGE NICELY FURNISHED front room. Apply at 181 Alder, corner Tenth. 1t

NEWLY FURNISHED FRONT ROOM FOR one or two gentlemen. 10 Market st., between First and Front. 9s3

FOR RENT—FURNISHED HOTEL; NEW house, 24 rooms, new furniture, good bar. WELCH & CO, Stark street. 8s3

PERMANENT ROOM AND BOARD IN SMALL American family wanted by young man; references. Address A. D., 110 Second street. 9s1

TWO YOUNG LADIES RECENTLY FROM THE east desire positions as saleslady [illegible]. Satisfaction guaranteed. Address K, Oregonian office. 9s6

CHRIST LIKE SANTA CLAUS IS A MYTH. Two free lectures by PROF CRANEY at Good Templar Hall [illegible] 2 P M and 7½ P M. 1t

FOR RENT—A WHARF WITH FRONTAGE OF 150 feet, situated at foot of Washington street, north side. Apply to ATKINSON & WAKEFIELD. 9s1f

PLATO'S AGENCY

$500.—WELL ESTABLISHED BUSINESS. An active man can make big money. 1t

SITUATION WANTED—BY A FIRST-CLASS hotel steward, 10 years experience, or would manage a house either in or out of city; references given. Address STEWARD, Oregonian office. 1t

FOR SALE—A MAGNIFICENT SITE FOR A large manufacturing business near the river at the north end of the city. J FRED CLARK & CO, 28 Washington street. 9s7

RIVER FRONT—A FINE LOCATION ON THE river, suitable for extensive warehouses or manufactory, for sale on reasonable terms. J FRED CLARK & CO, 28 Washington street. 9s7

FARMS—IMPROVED AND UNIMPROVED, from 10 to 10,000 acres, in Oregon and Washington territory. J FRED CLARK & CO, 28 Washington street. 9s7

FOR SALE—RESIDENCE AND BUSINESS properties worthy of the attention of all buyers; for further particulars apply to J FRED CLARK & CO, 28 Washington street. 9s7

FARM AT HOOD RIVER ADJOINING THE town; adjacent land is held at $50 per acre; this farm can be had for $30 per acre if applied for soon; fine springs, orchards, etc. R TURNER & CO, 10 First street. 9s3

SEATS FOR RENT—CORNER FIRST AND A streets, opposite the grand arch; a splendid view of the illumination Monday evening and grand parade Tuesday. Tickets for sale on premises Monday morning at 11 A M. N. B.—Stand examined by an architect and pronounced perfectly safe. 8s3

MUST BE SOLD—A GOOD PAYING BUSINESS, must be sold on account of departure. For particulars address P O Box 198, City. 9s5

WANTED—BY TWO SINGLE GENTLEMEN, a well furnished room or suite in a private family. References given if required. Address F C GOODIN, care of Oregonian office.

TO RENT—THREE ROOMS, 188 NINTH ST, near Yamhill. 8s3

TO LET—SMALL FRONT ROOM AND SITTING room, 57 Columbia street. 8s5

ROOM AND GOOD BOARD FOR $5.50 AT 131 First, between Clay and Mill. 8s3

DESIRABLE SUNNY ROOMS TO RENT AT NO. [illegible] 8s3

$2000—WOOD YARD. WELCH & CO, Stark street. 8s3

$1500—SALOON, CITY. WELCH & CO, Stark street. 8s3

$2500—HOTEL NOW FULL. WELCH & CO, Stark street. 8s3

$1500—RESTAURANT, CITY. WELCH & CO, Stark street. 8s3

$10,000—COUNTRY STORE; FINE BUSINESS. WELCH & CO, Stark st. 8s4

FOR RENT—ONE SIDE AND SECOND FLOOR of store on First street. Address P O Box 264. 8s

EIGHT-ROOM HOUSE, CITY; RENT $38; FURNITURE good; price $700. WELCH & CO, Stark street. 8s4

NOTICE—NICELY FURNISHED FRONT rooms with use of bath, to be had at 145 Yamhill. 8s

APPRENTICES WANTED IMMEDIATELY AT HILDEBRAND & ANDERSON'S, milliners, Ainsworth block. 8s3

$2500 WANTED ON VALUABLE CITY lots for one or two years; brokers need not apply. Address L. W., Oregonian. 8s6

WANTED—BY A RESPECTABLE YOUNG man, situation in a business house; willing to do anything. Address M, Oregonian office. 8s3

FOR SALE CHEAP—TWO NEW SOFA BEDS of Hoey's patent. Call at No. 20 Third street, between [illegible]. 8s3

WANTED—A BOY TO WORK IN STORE. Must come well recommended. WM BECK & SON. 8s3

FOR RENT—THREE UNFURNISHED ROOMS on Sixth and Market, all on ground floor; bay window facing east; good water; rent moderate. Inquire 335 Sixth street. 8s2

INTELLIGENCE FROM THE SPIRIT WORLD—Send the color of your eyes, your age, sex and $1 in registered letter to MADAM CORA, Postoffice, Portland, Or., and she will send you your past, present and future. Wonderful but true. 8s6

160 ACRES DEEDED LAND, $700—SIX AND one-half miles from depot at Hood River; house and barn with garden cleared; one of the finest springs in the world; forty acres can be irrigated for [illegible] head; a good stock range. Inquire of T SHELLEY, Hood River. 8s6

TAKE NOTICE—OWING TO THE INCREASING demand for stabling I have opened a branch stable, cor Tenth and C streets, where a few parties by calling early can secure first-class accommodations for horses and carriages. Also a few first class livery rigs furnished on short notice. Prices moderate and satisfaction guaranteed. L. B. GARDNER, Proprietor.

IN THE MATTER OF THE PARTNERSHIP OF E. Martin & Co. Notice is hereby given that in pursuance of an order of the circuit court of the state of Oregon for Multnomah county this day made in the matter of the dissolution of the partnership of E. Martin & Co., I will at the store Nos. 128 and 130 Front street, in the city of Portland, Oregon, to-wit on Thursday, the 13th day of September, 1883, at 2 o'clock P. M., sell for cash in U. S. gold coin the following property of said estate, to-wit: The stallion General Crook. General Crook is a dark chestnut sorrel, about 16 hands high, weight about 1400 pounds, a fast natural trotter, sired by the noted stallion Champion Knox, age [illegible] years. A. TAGGARD, Receiver. Dated Portland, September 8, 1883. 9s

A SOCIAL GATHERING

IN HONOR TO

Henry Villard

AND THE OPENING OF THE N. P. R.

—AT—

Turn Halle, Tuesday Evening, Sept. 11,

COMMENCING 8 O'CLOCK.

Admission for Gent and Lady - - - - - - $1

All those who can not be admitted into the Pavilion on Tuesday evening are cordially invited. Excellent refreshments. Good music.

THE GERMAN COMMITTEE.

GRAND CELEBRATION

AND

Military Ball!

TO BE GIVEN BY THE

EMMET GUARD,

Co. B First Regiment, Second Brigade, O. N. G.

Turn Halle, Monday, Sept. 10.

Invitation Committee—All members of company.
Reception Committee—Capt. Wm McCarthy, 1st Lieut. J O Hare, Lieut. O F Martin, Private M. E. Freeman, Corporal J O Shaughnessy, Private G Dorney, Private M J McMahon, Private P Muldoon.
Floor Committee—Sergt. P. Welch, Private M. J. Dorney, Private R J Quinn, Private [illegible] Quinn, [illegible] Kane, Corporal F Coughlin.
Floor Director—Private J Manion.
TICKETS .... ONE DOLLAR.
Admitting gentleman and ladies.

HEALTHY—Vigorous, Sound, Hale, Salubrious, Healthful, Wholesome, Salutary.—WEBSTER.

THE OREGON BLOOD PURIFIER
[illegible]
KIDNEY & LIVER REGULATOR.

HAVERLY'S NEW MARKET
F W STECHHAN,
Monday Evening, Sept
RETURN OF THE
16 Figaro [illegible]
In Conjunction with this Popular will appear
Prof. Wheeler's Great
Company.
Reserved Seats may be secured Drug Store.

THIS CATCHES
The Last Picnic of
Grand Festival Day. Two Great SUNDAY Sept 9th at GAMBRINUS GARDENS.
DONALD DINNIE & D. A.
Final North Coast Wrestling Match. Wrestling. Ainsley Scott's MINSTRELS and BRASS BAND. Last time in Portland.
Jubilee Songs and Negro Minstrels. String Band.
Dancing for those who love to dance. Scott's famous colored orchestra latest dance music.
Street cars and U. & T. Co.'s leave every five minutes.
Admission.
Nothing extra. Everything free. end the last picnic of the season.

FALL GO
JUST RECEIVED,
SILKS,
DRESS GOO
VELVET
LACES,
NECKWEA
AND A FINE LINE
[illegible]
—AND—
Jersey Ulste
JOHN CRAN
131 and 133 First

MY FIRST
TO THE L
OF PORTLAND
I come to your city
ENTIRE NEW
—OF—
[illegible]
While I have not the largest sorted as any stock in the city. it is attractive. While my location of the regular route of travel,
MY RENT IS VERY
In consequence of which
EXPENSES BEING
I will be enabled to offer my
Very Lowest Possi
I am selling my goods
STRICTLY AT ONE
And that FOR CASH, which centive for you to trade My store will be
OPEN FOR BUSINESS
September 5, 188
And I respectfully ask a call from
CHARLES S.
ONE-PRICE CASH DRY
No. 33 Yamhill
Between First and Second,

SMITH BROS &
Iron Wo
MANUFACTURERS
CASTINGS AND
Of All Kin
KEEP IN STOCK GINES, BOILERS &
OFFICE AND W
Front and Harrison sts,

FERRY'S AD
—TO—
TACOMA
Send for Handsome Map of coma, showing those

BELTING
AND
RUBBE
GO
RUBBER, LEATHER
BELTING, PACKING,
RUBBER BOOTS,
CLOTHING ...... and
PRESTON,
Portland Rubber and
170 SECOND ST., P

DAIRY PRO
F. H. PAGE, DEALER IN Butter, Cheese, Eggs,
STRAW W
LADIES' HATS CLEANED pressed in the latest styles Main and Salmon.
FRUITS AN
F. H. PAGE, DEALER IN Fresh Fruits and Nuts

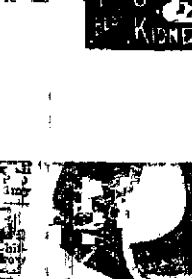
EVERDING & FARREL,
DEALERS IN ALL KINDS
Feed, Provisions, Shingles, Grain Sacks, etc., etc.
Front and Alder Street, Portland.

CURES WHERE ALL ELSE FAILS.
Best Cough Syrup. Tastes good.
Use in time. Sold by druggists.
CONSUMPTION

Have been a cure by Hop Bitters, proof of which can be found in every neighborhood in the known world.

WOOD! WOOD! WOOD!
SLAB WOOD—$1 50 PER LOAD—FROM WEIDLER'S Mill. Orders left at mill or in the box at Ross' saloon will be promptly attended to.
W. S. M. L. & M. Co.

Interesting particulars [illegible] Toledo Evening Bee
[illegible]
A victim of youthful imprudence causing premature decay, nervous debility, lost manhood, etc., having tried in vain every known remedy, has discovered a simple means of self-cure, which he will send FREE to his fellow-sufferers. Address, J. H. REEVES, 43 Chatham St., New York.



dles, Saddlery, Hardware, etc., and 140 Front st., east side. Good assortment of all kinds of Saddles and Harness made of California leather. Country orders solicited and promptly attended.

[illegible]